

STEAMBOAT BILL

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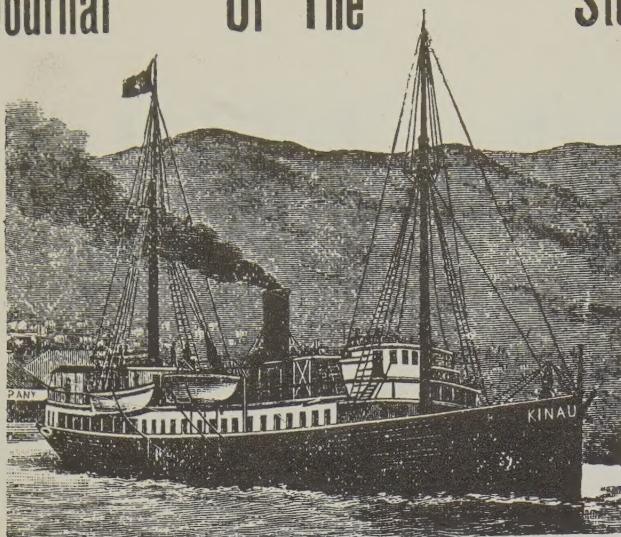
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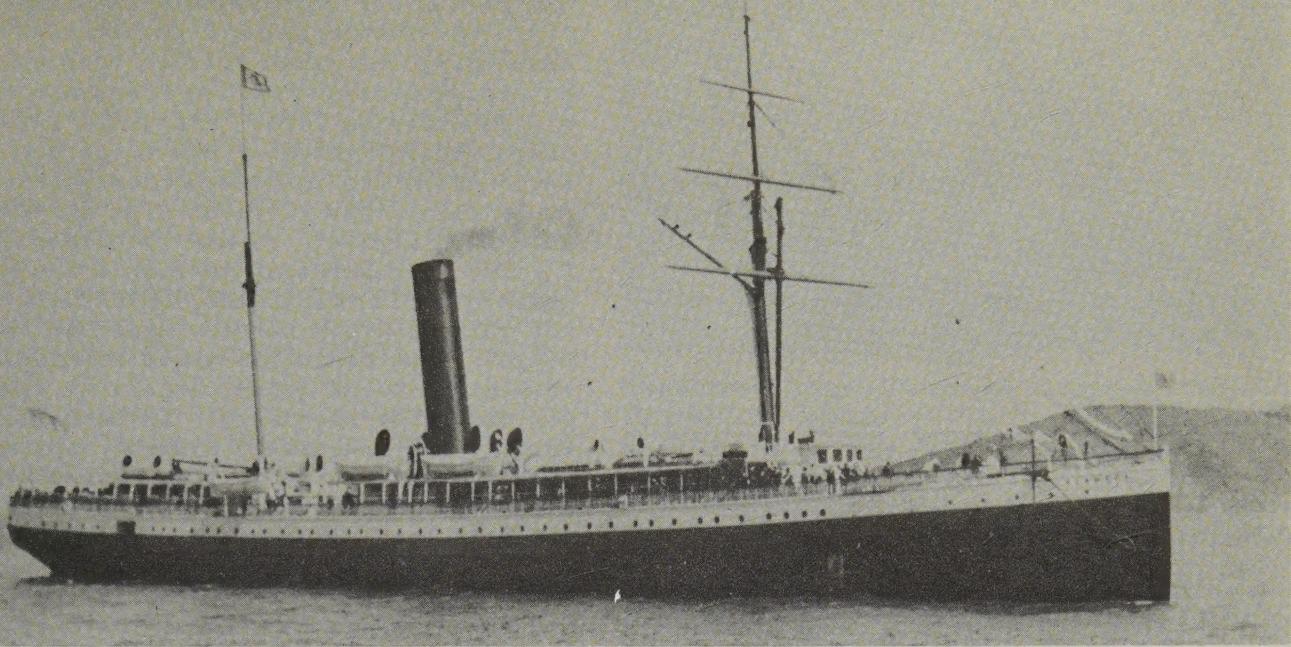
Winter 1959

Volume XVI, Number 4

Pilot House None of her 49 predecessors is more truly a maritime state than Hawaii. The proof literally lies all around her. Yet her maritime history is less readily accessible than students of steam navigation might wish, as we discovered in preparing our salute to the Half-Hundredth State. We knew she had had paddlers like the mainland rivers. We knew she had had liners like the North Atlantic. We knew she had had steam schooners like the Coast. And we knew her latter-day inter-island packets had rivaled the best that Eastern, Savannah, or Merchants & Miners could offer. But where were their stories? Fortunately, our West Coast stalwarts Kemble, Parkinson, and Stadium were able and nobly willing to rise to the occasion. But we hope many more articles and pictures will be forthcoming from the Islands themselves. To all New Staters who know and treasure the story of steam in Hawaii, we say, raising high our glasses of pineapplejack: Return the Salute!

Our front-cover photo of the Oceanic Liner SONOMA is from the collection of J.H. Kemble. On the back cover is Inter-Island's KAALA at Honolulu, in a San Francisco Maritime Museum photo. This page features, at the top, Wilder's KINAU, copied by Kemble from Thrum's Hawaiian Almanac & Annual, 1891, and, below, CLAUDINE, from the Territory of Hawaii Archives.





Oceanic's ALAMEDA of 1883

—Roy D. Graves Collection

STEAMSHIPS TO HAWAII, 1854-1959

By John Haskell Kemble

Passenger steamships have plied between California and the Hawaiian Islands for well over a century. At first the service was sporadic, reflecting the limited demand for passage and the small imports and exports of the Islands. After 1867, steamship communication was fairly continuous and regular, although always attended by financial success for the operator. The Reciprocity Treaty between the Hawaiian Kingdom and the United States in 1876 gave strong impetus to the production of sugar in the Islands, since it could be imported into the United States duty-free. As a result, the economic life of Hawaii gained greatly in vigor, and from that time on there was enough business to support a modest regular steamship service to and from San Francisco, though the bulk of the sugar tonnage was carried in sailing vessels until after 1900. With the establishment of transpacific steamship lines, Honolulu became a port of call for vessels bound from California to the Philippines, beginning in 1874, and for steamers heading for the Orient after 1896. A new use of the California-Hawaii service opened after the first world war when tourist traffic to the Islands began to assume major proportions, and large steamers, primarily passenger carriers, entered the trade.

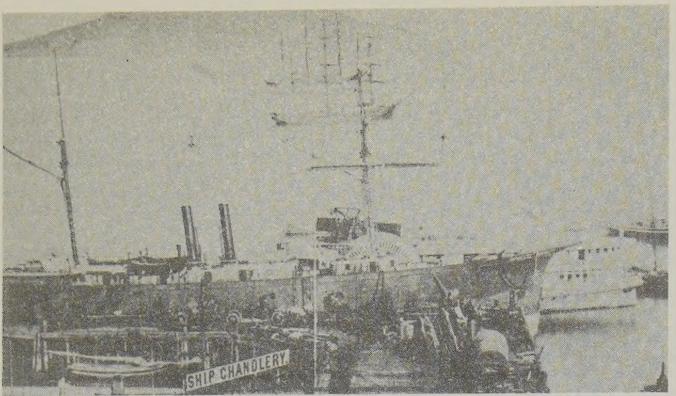
Thus Hawaii had steamship connections with California both by ships which made this their exclusive business and by vessels which made the Islands a way stop on longer runs. Although the latter provided mail service and a certain amount of passenger and cargo transportation for their California-Hawaii

leg, it was obviously to their interest to cater to the "through" business as much as possible. Hence, such companies have not always played a major role in California-Hawaii service, and in the account which follows they will receive correspondingly less attention. Ships and companies which were primarily cargo-carriers have been either omitted or given only passing mention in this narrative.

While the California gold rush was still in full tide, the project of a steamship line from San Francisco to Honolulu was discussed. In 1851 and 1852, there were at least three such proposals, although none of them materialized. In 1854, however, the 475-ton screw steamer POLYNESIAN arrived at Honolulu on July 21 after a nine-day passage from San Francisco. It was reported that she had been built for the trade and would make regular voyages, but she never returned. Her sistership PEYTONA made a voyage in September, then reverted to coastwise trade. The sidewheeler AMERICA made a voyage to Honolulu in 1856, but again there was not enough traffic in prospect to warrant repeating the experiment.

After the Civil War, the California Steam Navigation Company entered the Hawaiian trade with the 1354-ton screw steamer AJAX, which first sailed from San Francisco January 13, 1866, and made the passage to Honolulu in 14 days 4 hours. Mark Twain was a passenger on the voyage, and his account of the trip in letters published in the Sacramento Union is excellent reading. AJAX made one more voyage in March; then this service, too, was dropped.

By now it was clear that there would have



AJAX at Greenwich St. Wharf, San Francisco, about 1870. —Clark Collection

to be some income beyond passage money and freights paid in order to support a regular steamship service to Hawaii. This additional incentive came in the form of an Act of Congress of March 2, 1867, authorizing \$75,000 a year for monthly mail-carrying trips between San Francisco and Honolulu. The Postmaster General awarded the contract to Holladay & Brenham's California, Oregon & Mexican Steamship Company (North Pacific Transportation Company after 1869), and their screw steamer IDAHO of 1077 tons arrived at Honolulu on her first trip September 17, 1867. For the next five years, IDAHO, MONTANA (screw, 1003 tons), MOHONGO, MOSES TAYLOR, and AJAX maintained approximate monthly service, only one being normally on the Honolulu run at a time.

Australian interests established a steamship service in 1870 from Sydney to Honolulu, where passengers and mail were transferred to the Holladay & Brenham ships for San Francisco. In 1871, the San Francisco-Honolulu contract was transferred from Holladay & Brenham to the Australian Mail Steamship Line (California, New Zealand & Australia Mail Steamship Company after 1872), an American firm backed principally by William H. Webb. MOHONGO and MOSES TAYLOR maintained the San Francisco-Honolulu section of the line, while the wooden sidewheelers DAKOTA, NEBRASKA, and NEVADA ran from Honolulu to Sydney, making San Francisco-Honolulu voyages only on their way out to begin the service and returning at its termination. Webb obtained a \$1000 monthly contract from the Hawaiian Government for the Honolulu-San Francisco mail service in 1872, but when he failed to obtain a subsidy from Congress for the through service he withdrew his steamers in 1873, NEBRASKA making the last Honolulu-San Francisco sailing on May 9.

Webb's Hawaiian mail contract was taken over by the Pacific Mail Steamship Company, which placed the 1457-ton iron screw steamer COSTA RICA on the run beginning with her sailing from San Francisco April 17, 1873. She made monthly voyages until September 17, 1873, when she struck the beach at Point Diablo as she was approaching San Francisco in a dense fog. She was towed off a few days later and repaired, but the Pacific Mail reported itself

too short of ships to permit her return to the relatively unprofitable Hawaiian trade.

The Australasian & American Steamship Company, a firm with British backing, opened a through service from San Francisco to Sydney via Honolulu in 1874. Its ships were mainly chartered freighters, but vessels specially designed for the trade were under construction in Britain. The 2167-ton iron screw steamer MACGREGOR arrived at San Francisco January 23, 1874, inaugurating the line. She was followed by CITY OF MELBOURNE, CYPHERNES, MIKADO and TARTAR. This service ended at the close of 1875; but meanwhile a new arrangement had been made which kept Honolulu in touch with California by steamship. In June, 1875, the Pacific Mail Steamship Company, apparently in conjunction with Sir William Pearce, a British shipbuilder interested in the Australasian American Mail Steamship Company, obtained ten-year mail contract from the government of New South Wales and New Zealand. The line opened with the sailing of the British iron screw steamer VASCO DE GAMA [sic] from San Francisco October 9. The Pacific Mail's CITY OF SAN FRANCISCO and COLIMA followed her. From 1876 to 1885, the mainstays of the line were CITY OF NEW YORK (3020 tons) and CITY OF SYDNEY (3017 tons) of the Pacific Mail and AUSTRALIA (2755 tons) and ZEALANDIA (2489 tons) Glasgow-built ships provided by Pearce. They plied between San Francisco and Auckland and Sydney, with calls at Honolulu and Samoa in both directions. During the Hawaiian sugar season, additional ships were placed on the run between San Francisco and Honolulu—as in the first half of 1878, when WILMINGTON and ST. PAUL were in the trade.

The increasingly active California-Hawaii commerce which followed the Reciprocity Treaty resulted in organization of the Oceanic Steamship Company in 1882 by the Spreckel sugar interests. Service began with the chartered British steamer SUEZ, which sailed from San Francisco June 6, 1882. The company once ordered two steamers from the Cramp yard at Philadelphia, ALAMEDA and the first MARIPOSA, both of 3158 tons. They were iron screw vessels with capacity for over 100 first-class passengers, were fitted with electric lights and in general offered accommodations superior to anything before available on the Honolulu run. MARIPOSA made her first westbound sailing July 25, 1883, and arrived at Honolulu the unprecedented time of 5 days 20½ hours. She was followed by ALAMEDA on October 15.

When the Pacific Mail's contract for service to the Antipodes via Honolulu expired in 1885, the company decided not to seek renewal. Its voyages ended with that year and a new arrangement was made whereby the Oceanic Steamship Company took up the service in conjunction with the Union Steamship Company of New Zealand. ALAMEDA inaugurated the line with a southbound sailing November 21, 1885 and the 2598-ton MARAROA of the Union Li-

the first sailing from Sydney December 3. 1886, Oceanic purchased AUSTRALIA and ZEALANDIA and placed them under the Hawaiian flag. AROA was withdrawn from the through service that year, and ZEALANDIA replaced her on the Francisco-Honolulu-Samoa-Auckland-Sydney service in conjunction with ALAMEDA and MARIPOSA. AUSTRALIA was placed on the San Francisco-Honolulu service exclusively.

From 1886 until 1900 there were no significant changes in the Oceanic-Union line except for introduction of new steamers from time to time by the Union Company: MONOWAI, 1892, 1894-1898; ARAWA, 1893; and MOANA, 1898-1900. With the annexation of Hawaii by United States, the San Francisco-Honolulu line became "domestic" and therefore subject to the Navigation Laws which forbade transportation of passengers or cargo between American ports except in U. S.-flag ships. As a result, the Union Line withdrew from the joint service, and, when it resumed San Francisco service in 1910, it operated its steamers via California rather than Honolulu.

Ships running between San Francisco and Orient made only occasional calls at Honolulu until the Pacific Mail added it as a regular port for its steamers to and from Japan and China in 1896. Its CHINA (second), Y OF PEKING, CITY OF RIO DE JANEIRO, and U were mainly the ships in this trade until the advent of the 11,200-ton KOREA and SIERRA in 1902 and 1903, respectively, and of 13,638-ton MANCHURIA and MONGOLIA in 1904. These last four far outclassed in size anything else in the Hawaiian trade; but, since they were primarily transpacific carriers, their effect on San Francisco-Honolulu traffic was not great. The foreign-flag transpacific ships of the Occidental & Oriental Steamship Company and, after 1898, the Toyo Kisensha now called at Honolulu in both directions, but their registry forbade their participation in San Francisco-Honolulu traffic.

Meanwhile, the withdrawal of the Union Steamship Company from the San Francisco-Australia service had left Oceanic in command of business. It ordered three twin-screw steamers from Cramp, the handsome, two-stacked SIERRA of 5989 tons, and SONOMA and VENTURA, both of 6253. They began service in the winter of 1900-1901 from San Francisco to Honolulu, and on to Samoa, Auckland, and Sydney. AUSTRALIA, till then mainstay of the Honolulu service, was replaced by MARIPOSA and ZEALANDIA in

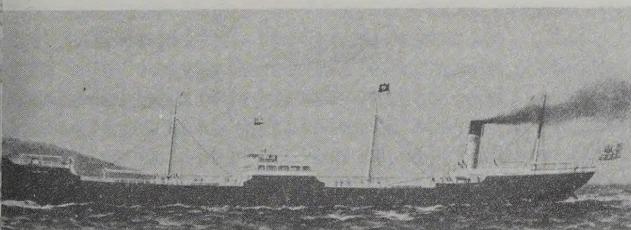
1901; in 1902 ALAMEDA took over this service. In May, 1905, Honolulu's Pacific Commercial Advertiser wrote: "The arrival of the 'yacht' ALAMEDA is always an event looked forward to by island people and especially is it important for those who are accustomed to set their clocks every three weeks by the whistle of the dear old boat as she rounds Diamond Head." Occasionally, Oceanic chartered coastal steamers from the Pacific Coast Steamship Company for single voyages when the regular steamers were under repair. UMATILLA made such a voyage in 1889, and QUEEN in 1900.

A short-lived newcomer to the California-Hawaii trade was the San Diego Steamship Company, which opened a line from San Diego to Hilo in July, 1890, with the wooden FARALLON.

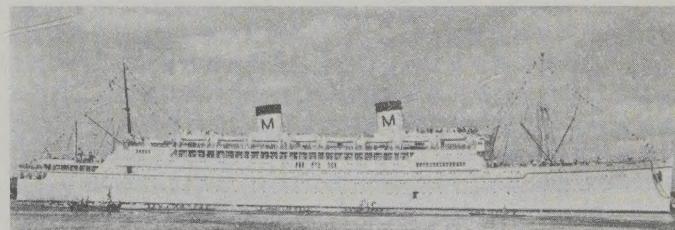
Since 1882, Captain William Matson had managed a fleet of sailing vessels in the trade between San Francisco and Hawaii. In February, 1901, the Matson Navigation Company was incorporated, but the line continued as entirely a cargo carrier until the building of its first LURLINE in 1908. She was a 5928-ton steamer with her engines aft—an arrangement which characterized Matson ships until 1927—and had accommodations for 51 passengers amidships. This was less than half the capacity of ALAMEDA, while SIERRA could carry over 300. Matson added WILHELMINA in 1909, MANOA and the first MATSONIA in 1913, and MAUI in 1917. From 1910 to 1914, it operated the chartered passenger-carrying HONOLULAN of the American-Hawaiian Steamship Company. Aside from this vessel, the latter company's fleet consisted exclusively of freighters.

While the Matson service was developing, the Oceanic Steamship Company was meeting difficulties. The Post Office subsidy under which its new steamers had been built proved insufficient to make the operation profitable. Therefore it withdrew SIERRA, SONOMA, and VENTURA from the Sydney run in 1907 and laid them up at San Francisco. In 1910 SIERRA was put in service on the Honolulu line in place of ALAMEDA. The Australian line was reopened in 1912 with SONOMA and VENTURA, and in 1915 SIERRA was refitted and joined them on the through service once more.

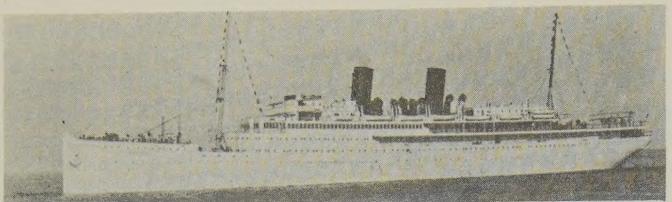
Hawaii had its first taste of real "express" service to the mainland in the winters of 1915-1916 and 1916-1917, when the Great Northern Pacific Steamship Company placed its 23-knot steamer GREAT NORTHERN b COLUMBIA c H. F. ALEXANDER d GENERAL GEORGE S. SIMONDS



1908 * Matson's Two Steam LURLINEs (Their First Was A Sailing Vessel) * 1932
—Matson Photo, Parkinson Collection



—Author's Collection



LASSCO's second CITY OF HONOLULU, 1927
—Author's Collection

on the San Francisco run. Her $4\frac{1}{2}$ -day passages were not to be equalled for over a decade.

The first world war brought dislocation to the San Francisco-Honolulu trade. Many vessels, especially freighters, were withdrawn from their usual runs to seek the high rates paid for neutral-flag ships on the Atlantic. Then too, for reasons not connected with the war, the Pacific Mail withdrew from transpacific trade in 1915. Although it passed to new ownership and three new steamers, COLOMBIA, ECUADOR, and VENEZUELA, were purchased in Holland to reestablish transpacific service, it was August, 1916, before they could go into operation. When the United States entered the war in 1917, GREAT NORTHERN, MATSONIA, MAUI, SIERRA, SONOMA, VENTURA, and WILHELMINA were all requisitioned for transport duty in the Atlantic. The shortage of passenger steamers between Honolulu and the mainland reached almost crisis proportions. To give some relief, the Government requisitioned the coastwise passenger steamers GOVERNOR and PRESIDENT from the Pacific Steamship Company; and they ran San Francisco-Honolulu under Matson management from October, 1917, to March, 1918.

In the two years following the close of the war, Matson service resumed its earlier character. A short-lived addition was made in 1921, when Matson placed the U. S. Shipping Board-owned steamers HAWKEYE STATE b PRESIDENT PIERCE and BUCKEYE STATE b PRESIDENT TAFT on a run from Baltimore through the Panama Canal to Los Angeles and San Francisco, and thence to Honolulu. In 1922, however, these ships, together with GOLDEN STATE b PRESIDENT CLEVELAND, EMPIRE STATE b PRESIDENT WILSON, and HOOSIER STATE b PRESIDENT LINCOLN, were reallocated by the Shipping Board to the Pacific Mail for its transpacific service, replacing COLOMBIA, ECUADOR, and VENEZUELA.

During the 1920's much larger passenger traffic than ever before developed between California and Hawaii. The attractions of the Islands for tourists had long been recognized and had been the subject of advertising by Matson, Oceanic, and other lines for years. Now, however, the idea of travel to Hawaii caught the public mind as never before. This expansion was dramatized by the advent of a new steamship service, this time between Los Angeles Harbor and Honolulu. At the end of 1921, the Shipping Board assigned the steamers AEOLUS a GROSSER KURFÜRST and HURON a FRIEDRICH DER GROSSE to the Los Angeles Steamship Company. They were reconditioned at Los An-

geles and renamed CITY OF LOS ANGELES and CITY OF HONOLULU, respectively. CITY OF LOS ANGELES sailed on her first voyage to Hawaii September 11, 1922. CITY OF HONOLULU burned at sea October 12, on the return leg of her maiden voyage, fortunately without loss of life. Her burned-out hull was sunk by gunfire and her place was taken temporarily by PRESIDENT HARRISON a WOLVERINE STATE. Later in 1922, the company purchased the U. S. Army Transport SHERMAN a MOBILE, rebuilt her for the Honolulu trade, and renamed her CALAWAII. She entered service February 10, 1923.

1926 the company purchased PRESIDENT ARTHUR KIAUTSCHOU b PRINZESS ALICE c PRINCESS MATOKA, and renamed her CITY OF HONOLULU. She took her first departure from Los Angeles for Honolulu June 4, 1927. All these ships had large and excellent passenger accommodations and were popular with travellers. Their white painted hulls contrasted with the rust-brown of the Matson ships, and the black of the Oceanic and Pacific Mail vessels. In 1927 the Los Angeles Steamship Company carried more passengers than any other line to Hawaii.

Oceanic resumed its service from San Francisco to the Antipodes via Honolulu in 1923 with SONOMA and VENTURA. The next year SIERRA returned to the same route, after a period of service as GDANSK of the Polish American Line. In 1926, Matson obtained control of Oceanic, but retained it as a separate corporate entity, adopting the operating name of Matson-Oceanic.

In the winter of 1922-1923, the Pacific Steamship Company placed H. F. ALEXANDER c the California-Hawaii service for some of the months when she would otherwise have been laid up from coastwise service.

In the mid-twenties, Matson determined to build a really large, fast passenger ship for the San Francisco-Honolulu service. The contract went to Cramp, and in 1927 the 17,220-ton MALOLO b MATSONIA c ATLANTIC d QUEEN FREERICA was delivered. With a speed of 22 knots and accommodations for 577 passengers, she outclassed anything before her in the Hawaiian trade. Sailing from San Francisco on her first voyage November 16, 1927, she was able to make the Honolulu run in $4\frac{1}{2}$ days, rather than the 7 which had previously been the general rule.

The Los Angeles Steamship Company had the ill-luck to lose its second CITY OF HONOLULU by fire at her Honolulu wharf May 22, 1930. She returned to Los Angeles under her own power, though gutted, but was never refitted for service. On October 30, 1930, "LASSCO" announced its merger with the Matson Navigation Company. Thereafter Matson was indisputably the leader in California-Hawaiian trade. Its ships now sailed from both San Francisco and Los Angeles to Honolulu. CITY OF LOS ANGELES and CALAWAII continued in service until 1932, when they were laid up.

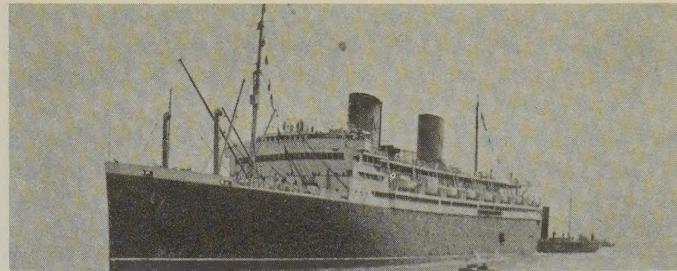
The transpacific lines continued to take a minor part in the Hawaiian business.

24, the Dollar Steamship Lines inaugurated around-the-world service in seven former shipping Board vessels of the "502" type: PRESIDENT HARRISON a WOLVERINE STATE, PRESIDENT AMS a CENTENNIAL STATE, PRESIDENT GARFIELD BLUE HEN STATE, PRESIDENT HAYES a CREOLE STATE, PRESIDENT MONROE a PANHANDLE STATE, PRESIDENT POLK a GRANITE STATE, and PRESIDENT VAN BUREN a OLD NORTH STATE. Two years later, Dollar purchased the five "535"-type ships specific Mail had been operating (PRESIDENT CLEVELAND, PRESIDENT LINCOLN, PRESIDENT GERCE, PRESIDENT TAFT, PRESIDENT WILSON), and continued to operate them in the California-Orient service via Honolulu. In 1929, the company added PRESIDENT JOHNSON a MANCHURIA and PRESIDENT FILLMORE a MONGOLIA to the around-the-world service, and in 1931 it brought out two new transpacific steamers, PRESIDENT COOLIDGE and PRESIDENT HOOVER, whose nearly 22,000 tons made them the largest steamers of the day participating in the Hawaiian trade. In 1938, most of the Dollar ships came under control of the U. S. Maritime Commission, and the operating name was changed to American President Lines. The old names PRESIDENT MONROE, PRESIDENT JACKSON, PRESIDENT LK, and PRESIDENT VAN BUREN were given to four PC3-type ships which entered the around-the-world service in 1940 and 1941.

Matson-Oceanic had brought out two new steamers for the San Francisco-Honolulu-Australia service in 1932: MARIPOSA and MONTEREY, 5-knot ships of over 18,000 tons, with accommodations for more than 700 passengers. They placed SIERRA, SONOMA, and VENTURA, which were sold to Japan for scrap. The next year third sister, LURLINE, came out. Virtually a duplicate of the other two, she was owned by the Matson Navigation Company rather than its oceanic subsidiary, and engaged in the California-Honolulu service in company with MARIPOSA, renamed MATSONIA in 1937. Together they provided weekly sailings in both directions.

At the outbreak of war in 1941, MARIPOSA, MATSONIA, MONTEREY, and LURLINE were chartered by the War Shipping Administration on a bare-at basis. They served as transports throughout the war. The only sea communication between the mainland and Hawaii during the war was provided by Army or Navy transports.

The return of MATSONIA to her owners in the latter part of 1945 began the restoration to peacetime conditions to the trade. After a minimal refit, she resumed "interim" passenger service before the year was out. The other three passenger ships were taken in hand for an extensive overhaul and modernization. Work on LURLINE was completed in 1948, and she entered the Honolulu service that year. MATSONIA was at once withdrawn and sold to the Canadian Lines, Inc. Work on the others was suspended. In 1952 MONTEREY was sold to the U. S. Government, and, in 1953, MARIPOSA was sold to Home Lines, Inc., becoming HOMERIC. Matson showed no interest in resuming



Matson's MALOLO, 1927

—Author's Collection

passenger service to the Antipodes until the advent of service by Britain's Orient Line in 1954. The unexpected success of this revival stimulated the American company to purchase two "Mariner" freighters, PINE TREE MARINER and FREE STATE MARINER, have passenger accommodations placed on them, and complete them as its third MARIPOSA and second MONTEREY, respectively, in 1956. In the same year, it repurchased its former MONTEREY. After extensive reconstruction, she was renamed MATSONIA and placed in service between California and Honolulu in 1957 opposite LURLINE. Thus the weekly service given in the 1930's was restored on the eve of Hawaii's statehood.

There were two postwar periods of competition on the California-Hawaii service. In 1953-1954, the Hawaiian Pacific Line placed ALEUTIAN a MEXICO on the run. A ship of 6361 tons and nearly 50 years old, she was utterly outclassed by LURLINE, and was soon withdrawn. More formidable competition came from the Hawaiian Steamship Company (Hawaiian Textron, Inc.), which purchased LA GUARDIA a GENERAL W. P. RICHARDSON, renamed her LEILANI, and put her on the run from California to Honolulu in 1957. She was withdrawn at the end of 1958 because of insufficient patronage.

After the war the American President Lines reentered the California-Far East trade via Honolulu with their second PRESIDENT CLEVELAND in 1947 and PRESIDENT WILSON in 1948. These were ships of over 15,000 tons, smaller than the Matson vessels, but nevertheless participants to some extent in the transportation of increasing numbers of travellers between California and Hawaii. They were joined in 1957 by the second PRESIDENT HOOVER a & c PANAMA b JAMES PARKER (U.S.A.T.), while PRESIDENT MONROE and PRESIDENT POLK resumed their prewar around-the-world service.

The traveller to the State of Hawaii at the beginning of 1960 would have available for a voyage from San Francisco or Los Angeles to Honolulu LURLINE and MATSONIA, giving weekly service and engaged in the Hawaiian trade exclusively, and in addition the less frequent sailings of the two Matson-Oceanic ships, and five American President Liners, three transpacific and two around-the-world. The excellence and frequency of this service is ample demonstration of the political and economic development of Hawaii, and of the attractions of these lovely islands to travellers.

Matson showed no interest in resuming

FIFTEETH STAR

By Robert W. Parkinson

Last summer Steamboat Bill welcomed Alaska as our 49th State, and mentioned some of the steam vessels in her history. On August 21, 1959, President Eisenhower proclaimed the admission of Hawaii as our 50th. On July 4, 1960, the 50th star will be added to the flag. Among other things, this star will stand for a noteworthy family of steamers.

Lying at the "Crossroads of the Pacific," Hawaii has known a great number of ocean steamships. Being a chain of islands, she has known a great fleet of inter-island steamers of her own. During the Monarchy and the Republic, these flew the flag that has continued in use as that of the Territorial and State Governments. We will mention below many of these steamers, as well as some of the better-known Pacific ships. It is hoped that other members will contribute articles in this field, since none have so far appeared in Steamboat Bill.

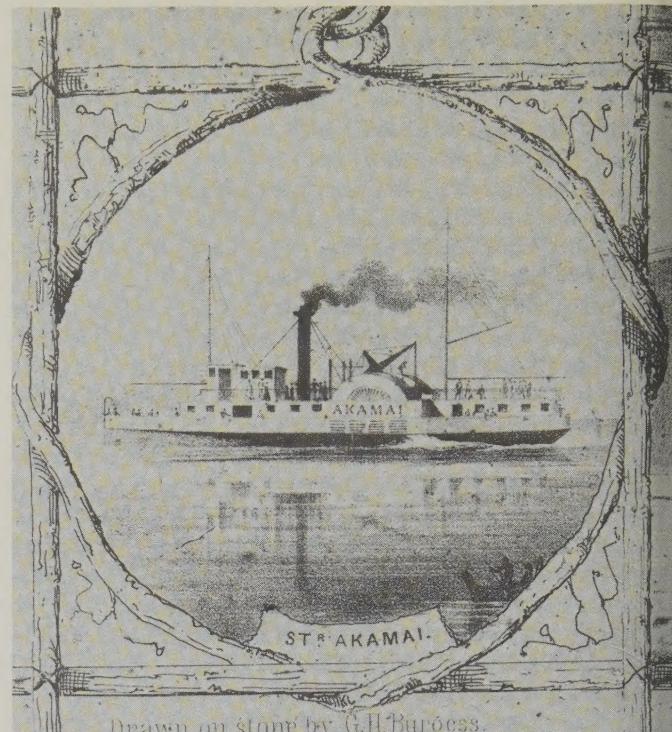
In 1836, The Hudson's Bay Company's BEAVER, under sail from the Thames to the Columbia, stopped at Honolulu. She was not in the strict sense a steamer, her wheels having been dismantled and stowed, to be reassembled at Fort Vancouver. Hence, the first steamer to call was HMS CORMORANT, in 1846.

The USS MASSACHUSETTS arrived April 9, 1849, from the East Coast via South America. A screw steamer built by R. B. Forbes at Boston in 1845, she had made two round trips to Liverpool, had been chartered and then sold to the War Department in 1846, and had served as headquarters for General Winfield Scott at Vera Cruz. Transferred to the Navy, she went to the Pacific in 1849. From Honolulu she proceeded to Oregon and San Francisco, being the fourth steamship and the first propeller to enter the Golden Gate. In 1856-1857 she was in Puget Sound for suppression of hostile Indians, in 1862 she was converted to the naval storeship FARRALONES, and, in 1866, she was sold at San Francisco and redocumented as the bark ALASKA, for the San Francisco-Liverpool wheat trade.

The French Naval Steamer GASSENDI from Tahiti paid an unfriendly call in August, 1849.

The 530-ton, twin-screw CONSTITUTION, Philadelphia-built in 1849-50, was the first American merchant steamer to visit the Islands. In an unsuccessful attempt to obtain exclusive inter-island steam navigation rights she was chartered from Pacific Mail for one voyage from San Francisco, reaching Honolulu January 24, 1852. She made one round trip to Lahaina, Maui, before returning.

In November, 1853, the beam-engined sidewheeler S.B.WHEELER arrived, 20 days out from San Francisco, having touched at Lahaina en route. She had made the trip with the aid of sails rigged on a jury mast. Built at East-



Drawn on stone by G.H. Burdess.

AKAMAI a S. B. WHEELER

—Kemble Collection

port, Maine, in 1848, she had been first documented at Passamaquoddy, October 16, 1849. Jerry MacMullen in Paddle-Wheel Days In California and A. R. Ottley in SB, v:29 (June, 1948) tell of her trip out from St. Stephen, New Brunswick, in the bark FANNY, and service in California inland waters. In Hawaii, after a trial trip to Lahaina, she was renamed AKAMAI and placed in regular service. She proved too small for the rough water, however, and after a near-disaster in September, 1854, was used for towing service until broken up in 1857.

On October 16, 1854, the sidewheeler SEA BIRD arrived in 12 days from San Francisco, "having used up all her coal, a supply of 'blubber scraps' obtained en route from the whaleship OREGON, besides all her steerage bunks and every available bit of wood on board, and reached the wharf with barely steam enough from the last keg of butter to turn the wheels." She was of 444 tons, built 1850 at New York by W.H. Brown. In 1855 she returned to San Francisco. She was on Puget Sound in 1858, and was reported sent to China in that year.

Another sidewheeler from San Francisco, WEST POINT, arrived in October, 1854, and was renamed KALAMA. She went ashore at Koloa, Kauai, a total wreck, in a storm January 5, 1856. The Lytle List shows her as of 239 tons, built 1849 at New York.

A screwtug PELE was in use at Honolulu from 1856 until after 1882.

The first steamer built especially for inter-island trade was KILAUEA of 399 tons,

wooden propeller launched in 1859 at Medford, Massachusetts, by Paul Curtis. Engined New London, Connecticut, she arrived at Honolulu June 28, 1860, after a passage of 128 days, mostly under sail. She was then brigantine-rigged, but after six months was altered to schooner rig. In July she made a trip to Oahu, Hawaii, with a party to visit the volcano. This proved a popular tourist trip and continued until recent years, when air service replaced passenger steamers. In December, 1870, and January, 1871, she made a trip to Ocean Island (Kure), of the Midway group, to aid the crew of the USS SAGINAW, which had gone aground in October.

In June, 1862, the rebuilt coasting schooner KALUNA a ASTORIA (built 1849 at Essex, Massachusetts) was launched as the steam schooner ANNIE LAURIE, with machinery by the Honolulu Iron Works. In September, 1865, her bottom was damaged coming into port, and her engines were subsequently removed. She went ashore at Koloa, Kauai, a total loss, February 5, 1866.

II

Despite aid from the Kingdom and some financial assistance from San Francisco businessmen, inter-island service was sporadic and was often left entirely to sailing schooners until 1877. Then the business boom which followed the Reciprocity Treaty with the United States provided a basis for active and extensive inter-island steamship service. Samuel G. Wilder of Honolulu purchased the government-owned KILAUEA and LIKELIKE in 1877. In 1883, Wilder's Steamship Company and the Inter-Island Steam Navigation Company were chartered. From the beginning, the two companies divided the inter-island trade between them. There was no very active competition, though steamers were also operated by a number of companies engaged in agriculture and cattle-raising. Inter-Island sent steamers from Honolulu to Kauai and Niihau, the Kona coast of Hawaii, and a few plantations on Maui and the Hamakua coast of Hawaii. Wilder's specialized on the Hamakua coast of Hawaii, with Hilo as its chief port, besides giving service from Honolulu to Lanai, Maui, and Molo-

kai. Inter-Island absorbed Wilder's in 1905. Except during the second world war, it continued scheduled passenger service until 1949.

Many of the early steamers were schooners with auxiliary steam propulsion. We hope other members will write of these colorful vessels, their routes and services, the difficulties of navigation and piloting, and the meaning of their names. Most of them left a bit of keel on one or another of the Islands' many reefs. The number of wrecks proved it fortunate that the native seamen and passengers were excellent swimmers.

We list below many of the inter-island steamers under the Hawaiian flag. The roster is not complete, especially in regard to tugs and lighters; hence, additions and corrections will be welcome. Size alone is no criterion of importance or interest. Data given are, in order: U. S. official number (after annexation); tonnage; year built; builder; engine builder. Unless otherwise noted, hulls are of wood, tonnage is net, and there was no loss of life in the shipwrecks mentioned.

LIKELIKE. 597 T. (later 382); 1877; Dickie Brothers, San Francisco; Risdon Iron & Locomotive Works, same. Arrived August 14, 1877, and replaced KILAUEA. Stranded April 22, 1897, north point of Hawaii, a total wreck.

ROBBIE. 13 T. Listed in register, 1877-78.

KILAUEA HOU 161156. 271 T. (later 154); 1878; Tibbets & Sorenson, Honolulu; Honolulu Iron Works. Driven ashore, Hilo, December 27, 1900. Abandoned March 31, 1901.

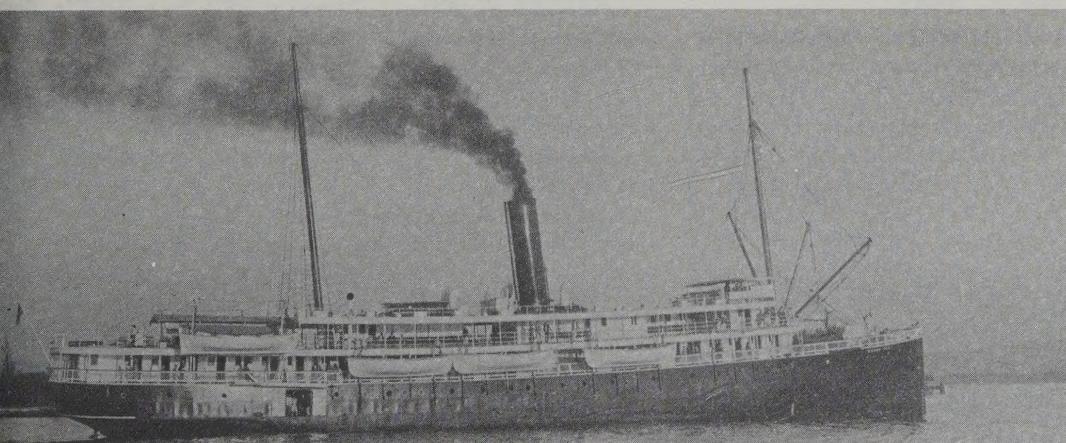
WAIMANALO b KAENA 161149. 50 T. (later 24); 1878; Dickie Brothers; Risdon I. & L. Works. Renamed about 1896.

MOKOLII 93043. 96 T. (later 49); 1878; Dickie Brothers; Risdon I. & L. Works.

J.H.BLACK b KAPIOLANI. 24 T. Tug, listed 1882ff. Foundered off mouth of Pearl River, Oahu, June 25, 1886.

LEHUA 141650. 218 T. (later 129); 1879; Dickie Brothers; Risdon I. & L. Works.

JAMES MAKEE a IRIS (schooner) 77416. 244 T. (later 136); 1879; Hall Brothers, Port Ludlow, Wash. Burned at Manila, 1924. (Hall Brothers built several schooners which were sailed to San Francisco with lumber, engined there, and transferred to Hawaiian registry. For others,



MAUNA KEA

—Kemble
Collection

see Log Chips, November, 1951; American Neptune, April, 1943; Marine Digest, June, 1940.)

C. R. BISHOP. 281 T. (later 142); 1880; Hall Brothers. Built as American schooner.

KELPIE. Engined by Fulton Iron Works. Stranded January 31, 1894, Nawiliwili, Kauai, a total wreck.

IWALANI 100712. 434 T. (later 239); 1881; Dickie Brothers; Risdon I. & L. Works.

W.H.REED b KE AU HOU (tern schooner). 95 T. Steam schooner which arrived from San Francisco 1882. Listed 1882-84. Engine removed.

PLANTER. 500 T.; 1883; Hall Brothers, Port Blakely, Wash. Built as American schooner.

CAMILLA 126136. 406 T.; engined at San Francisco. Stranded January 28, 1886, Kii, Niihau. Hull lost but most of machinery saved.

KINAU 161157. Iron; 869 T. (later 773); 1883; William Cramp & Sons, Philadelphia. Arrived Honolulu, November 1, 1883. Sold, 1929. Wrecked June 6, 1941, Pasig River, Manila.

WAIALEALE a KAUAI 14445. 304 T. (later 176, then 232); 1886; Hall Brothers; White's yard, San Francisco, and Fulton Iron Works. Built as American schooner KAUAI. Arrived Honolulu August 18, 1886.

SURPRISE b PELE (2nd). 134 T.; built San Francisco; Fulton Iron Works. Arrived Honolulu September 24, 1886. Refitted and renamed. Struck rock and foundered, March 24, 1895, off Wahiawa, Kauai.

W. G. HALL a JAMES G. BLAINE 76510. 590 T. (later 380); 1884; Hall Brothers; Fulton Iron Works. Built as American schooner. Arrived Honolulu October 27, 1884. Stabbed by swordfish April 23, 1911, between Kauai and Honolulu, a foot or more of sword penetrating the 6" planking and breaking off, causing leak.

JAMES I. DOWSETT. 131 T.; 1885; San Francisco. Sank in collision with schooner MOI WAHINE, June 20, 1886, Molokai Channel.

IVY HOLMES b VIVA. 36 T. Purchased in San Francisco, 1886; sold about 1888. Listed as VIVA, 1889-92.

MIKAHALA a PLANTER 150383. 353 T.; November, 1886; Hall Brothers; Fulton Iron Works. Arrived Honolulu January 12, 1887. Built as American schooner.

J.A.CUMMINS 77415. 79 T. (later 75); 1886; Dickie Brothers; Risdon I. & L. Works. Arrived Honolulu January 2, 1887.

KAIMILOA. 198 T.; 1872; on the Clyde, Scot-

land; Heppe & Co., South Shields, England. Arrived Honolulu 1886. On the Fourth of July 1912 (when the stars in the flag were increased from 46 to 48), Honolulu's evening fireworks included burning of KAIMILOA as a "warship."

KAALA. 91 T.; 1887; Dickey Brothers; Risdon I. & L. Works. Wrecked January 19, 1898 on reef off Kahuku, Oahu.

ANNIE. 5 T.; 1888; Honolulu. Listed 1888-92.

HAWAII. 227 T.; 1888; Boole, Oakland; Fulton Iron Works. Built as American steamer.

DEL NORTE 157206. Arrived Honolulu December 8, 1889.

CLAUDINE 127431. Steel; 609 T. (later 615) 1890; Napier, Shanks & Bell, Glasgow. Arrived Honolulu August 4, 1890. Chartered for trial to San Francisco by Provisional Government Commissioners to Washington to negotiate Treaty of Union. Left Honolulu January 19, 1893.

AKAMAI. 29 T.; 1889; James A. Dower, Honolulu. In service, 1889-92.

ALICE b FROLIC. 11 T.; 1886; London. Listed until 1893.

IWA. 17 T.; 1890; San Francisco. Caught fire May 25, 1899, off Waimanalo, Oahu, and sank at entrance of Punaluu Harbor.

ROVER 110374. 15.6 T. (gross), 7.8 T. (net) 49' x 10.8' x 4.4'; 1878; San Francisco. Built as American screw steamer. Tug at San Diego. Sailed to Hilo. Listed as Hawaiian to 1899.

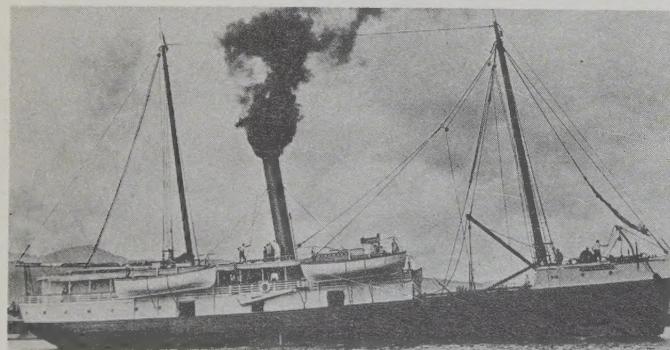
ROVER 111344. 44 T. (gross), 30 T. (net); 62' x 14' x 5'; 1901; Hilo. Tug, never under Hawaiian registry, as built after annexation but listed for comparison with ROVER 110374.

DAISY KIMBALL b KIHALANI 157351. 276.12 T. (gross), 202.91 T. (net); 131.5' x 31' x 10.2'; 1892; Alameda, Cal. Built as American steam schooner. Owned and operated by Captain William Matson in 1894, some years before he founded his steamship line. In Wilder's fleet as KIHALANI. Stranded January 25, 1895, Haukalau, Hawaii, on her first voyage.

KE AU HOU a EYAS 136466. 192 T.; 1894; Hall Brothers; Fulton Iron Works. Built as American schooner. Arrived Honolulu October 31, 1894.

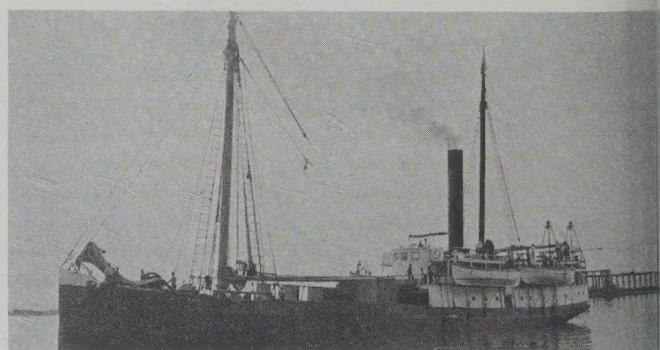
KAUAI a COSMOPOLIS 126443 or 125443. 265 T. 1887; Boole & Beaton, San Francisco; Fulton Iron Works. Built as American steam schooner. Arrived Honolulu May 13, 1895. Wrecked December 24, 1913, Mahukona, Hawaii.

HELENE 96500. Steel; 392 T.; 1897; Union Iron Works, San Francisco.



Inter-Island's MIKAHALA

—Kemble Collection—



Wilder's KAIULANI

NOEAU a SCRAY 116748. 250 T. (gross), 229 T. (net) (later 221); 1896; Hall Brothers; Fulton on Works. Built as American schooner. Arrived Honolulu January 10, 1897.

MAUI 93038. Steel; 393 T.; 1897; Union on Works, San Francisco.

KILOHANA a MAZAMA. 247 T.; 1898; Hall others. Built as American schooner. Sunk December 10, 1899, Lahaina, Maui.

NIIHAU a HUENEME 96379. 341 T. (gross), 200 (net); 1897; Hans D. Bendixson, Fairhaven, I.; Fulton Iron Works. Built as American steam schooner.

MAUNA LOA a JAMES SPIERS 77228. 536 T.; 1906; Hall Brothers; Fulton Iron Works. Built as American schooner.

In the years following annexation, larger and more modern steamships were built for the inter-island runs. Numerous small steamers, tugs, and lighters from the mainland went to the Islands to serve private owners in agricultural and cattle-raising activity, or to perform general harbor services. A small number of these are listed below:

KAIULANI 161133. 243 T.; 1899; Hay & Wright, Alameda; Union Iron Works. Arrived Honolulu January 4, 1900.

HANALEI 96538. 502 T.; 1901; Hay & Wright; 80 engine, Rison I. & L. Works. Home port Honolulu, 1901-04. Wrecked November 23, 1914, Luxembourg Reef, Bolinas, Cal. 23 lives lost.

CASCADE b WAIELE 201425. 515 T. (gross); 1904; Bendixson. Island service from 1908. Renamed 1910.

HAMAKUA a SHOSHONE 205083. 1908; Bendixson. Purchased and renamed, 1915. Burned and

new up, May 30, 1917, Alalakekiki Channel, between Maui and Kahoolawe. Two lives lost.

BEE 204481. 375 T.; 1907; Aberdeen, Wash.

Island service, 1920-24. Wrecked April

1924, off Honomanio Point, Maui.

The following steel vessels were built

Union Iron Works, later Bethlehem Steel:

LIKELIKE 200725. 374 T.; 1904.

MAUNAKEA 204923. 940 T.; 1908. In collision

with schooner MARY E. FOSTER, April 20, 1923.

KILAUEA 209401. 806 T.; 1911, Sold to Army, 1942. Sold as surplus, 1948.

HAWAII b SURIGAO 224252. 444 T.; 1924. Renamed 1946.

WAIALEALE b MOLENO 227590. 1765 T.; 1928.

HUALALAI 228613. 1803 T.; 1929.

HUMUULA 228877. 507 T.; 1929.

At Long Beach, California, in 1920 was built the 577-net-ton steel Cuban steamer DOMINGO NAZABAL L., later (1924) purchased and renamed MAUNA LOA 220183. There arrived at Honolulu from Chester, Pennsylvania, March 15, 1923, the new 1546-ton steel steamer HALEAKALA 220695. The final vessel we mention, because of her name and her association with the 49th State as well, is the 23-ton motorship GOLDEN GATE 214871, a former Alaskan fisherman, built 1917 at Seattle. At Honolulu February 27, 1939, she was subsequently sold to the United States Government in 1942.

Of the two chief inter-island services under the Hawaiian flag, Wilder's houseflag was red with a white letter "W"; Inter-Island's, a white flag with red stripe at top, blue stripe at bottom, and a red ball in the center. Wilder's steamers included the first LIKELIKE, KILAUEA HOU, MOKOLII, LEHUA, KINAU, the first HAWAII, CLAUDINE, HELENE, MAUI, and KAIULANI. Prior to 1905, the Inter-Island fleet included JAMES MAKEE, C.R. BISHOP, IWLANI, W. G. HALL, PLANTER, PELE, WAIALEALE, MIKAHALA, KAIMILOA, KE AU HOU, KAUAI, the first MAUNA LOA, KAALA, J. A. CUMMINS, KAENA, NOEAU, KILOHANA, NIIHAU, and HANALEI.

III

Steamboat Bill for June, 1948 (v:36) contained an article by Dorothy P. Cushing, "The Fourth MORNINGSTAR," with a fine illustration of this missionary steam barkentine, of Boston, built 1884 at Bath, Maine, which operated out of Honolulu to the Carolines, Marshalls, and Gilberts. Log Chips for September, 1948, added her later history as the whaler HERMAN and finally the Mexican CHAPULTEPEC.

(To be continued.)

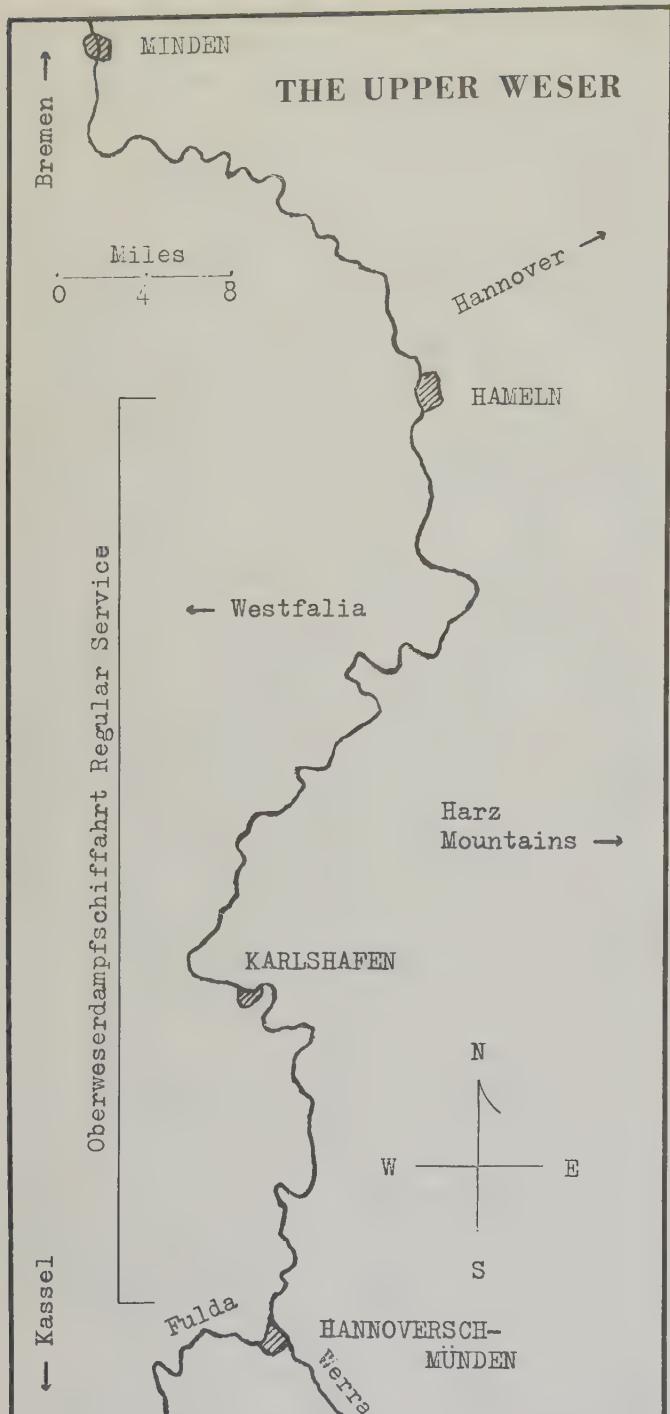
J U B I L E E O N T H E W E S E R

By Dr. Ernst Schmidt

Among Europe's oldest steamers, the senior German sidewheeler is owned by the Oberweserdampfschiffahrtsgesellschaft at Hameln-on-the-Weser, the historic setting of the Pied Piper saga. The Weser, in northwestern Germany, celebrates the jubilees of its three remaining paddlers during the present winter. The history of Rhine, Danube, or Lake of Constance shipping has often been reported. As the Weser is typical for German inland steam navigation development on smaller rivers, we may well read something on the waterway itself and on its periods of steamboating before we come to the vessels of our times.

With the busy Rhine, the gay Danube, the

solemn Oder, and the ill-fated Elbe, the romantic Weser ranks foremost in German steamboat history. It runs 450 miles through the heart of Germany, its two head-rivers, the Werra and the Fulda, originating in the mountains of the Thüringer Wald and the Rhön, at altitudes of about 2,500 feet. These tributaries join at Hannoversch-Münden, north of Kassel. The Weser proper is customarily divided into Upper, Central, and Lower reaches, and is navigable for its full length of 280 miles. Dams and power stations have been built north of the Porta Westfalica, in the North German Plains. The most scenic part of the Weser contains only one lock, at Hameln.



The beautiful Weserbergland is perhaps not equal to the grandeur of Father Rhine at the Lorelei, or to the Elbsandsteingebirge. But certainly the Weser has some very pretty sections, quiet yet unforgettable, and attracts thousands of tourists every year. It has seen but a trifling portion of international water transport; in fact, it is unique in being the only German natural waterway of any size and importance that does not flow through different countries.

Steamboat history on the Weser, however, was filled with rivalries between the different German territories for the greater part of the 19th century. Three periods of steamboating may be mentioned. The early, and trial, era began almost a decade after Fulton's CLER-

MONT, when the sidewheeler DIE WESER appeared in 1817. During the following 25 years, several private or semi-state bodies were granted privileges by the heads of the various German states to start regular steamship service on the river. The vessels, of divers origins, are named in the following list, which also shows the sovereignty of those sections of the river where they actually tried to keep up a schedule. The names of these paddle steamers plainly identify their generous sponsors.

Name	Built	Serving in	Until
DIE WESER	Bremen, 1816	Bremen, Hannover	1834
DER HERZOG	Bremen, 1818	Bremen, Hannover	1830
VON CAMBRIDGE			
FRIEDRICH	Prussia, 1835	Prussia, Hannover	1839
WILHELM III			
EDUARD	Hannover, 1843	Hesse, Hannover	1847
HERZOG WILHELM	Brunswick, 1844	Hannover	1866
MICHEL OBAN	Belgium, pre'40	Hannover	-?

The dimensions of DIE WESER are given as 73' x 23' (over the paddleboxes), with a draft of 3', as against 124' x 18' x 3' for FRIEDRICH WILHELM III. Their engines were capable of 15 and 40 nhp, respectively. With a fuel consumption of 260 pounds of coal per hour, DIE WESER maintained a speed of about 5.5 mph. Twenty years later, steamboat speed was up to just over 7 mph.

All these ships carried freight and passengers on the central or upper part of the river, at one time or another. In the meantime, more ships had been built for the Lower Weser. But, as the sidewheelers north of Bremen and nearer the sea had little influence on the development of craft for the more difficult parts upstream, we will pass them by.

The chief representative of the "second era," and famous predecessor of the present Oberweserdampfschiffahrt, was founded in 1842 as the Vereinte Weserdampfschiffahrt, with its company seat at Hameln. The VWD was very active in emigrant traffic from Central Germany to Bremen. It ceased operations in 1857 when the boats were taken over by the Norddeutscher Lloyd, which served the Upper Weser until 1873. The VWD's iron sidewheelers were

Name	Built	Ship's end
HERMANN b ARMIN	France, 1843	After 1881
WITTEKIND	England, 1843	1892
GERMANIA	France, 1844	After 1881
BLÜCHER	Prussia, 1844	1865
WESER	France, 1845	After 1860
V. VINCKE	Prussia, 1846	Not accepted

After the NDL had given up their Upper Weser schedule in 1873, a new company, the Oberweserdampfschiffahrtsgesellschaft, was formed by W. Lange at Hameln. He bought the remaining paddlers ARMIN and GERMANIA, constructed by the skilled craftsmen of Göttingen



FÜRST BISMARCK's Port Paddlebox

—Author's Photo

res, Paris, engined (38 nhp) by the build-
, and measuring 143' x 12' (25' over guards)
'. Lange did not succeed in his opera-
ns. So, in 1876, citizens of Hameln trans-
ferred the steamers to the Neue Oberweser-
dampfschiffahrtsgesellschaft. A third steam-
FÜRST BISMARCK, was ordered and added in

'7. After new difficulties, the second
regular steamboat period on the Upper Weser
nally came to an end in 1883.

In that year, the owner of the big Weser
s at Hameln, the late Senator Friedrich
helm Meyer (1840-1927), took decisive steps
wards reorganizing the passenger traffic on
Weser. He bought FÜRST BISMARCK and in-
duced the river's modern steamboat era.
ginning in 1898, his ships were administered
the Wesermühlen A.G.; then, from 1907 on,
the Oberweserdampfschiffahrtsgesellschaft
W. Meyer. Later they were under the names
Oberweser-Personendampfschiffahrt and Ober-
erdampfschiffahrts—G.m.b.H.

During the latter half of the nineteenth
ntury an excellent fleet of cabin steamers
i been built by the Sächsisch-Böhmishe
mpfschiffahrtsgesellschaft at Dresden on the
e. The SDBG had garnered valuable experi-
nce in the operation of sidewheelers on shal-
w parts of large rivers. F. W. Meyer was
ooking for new ships when he heard of their
e service. In 1900 a second steamer was
dered by Meyer from the Dresden shipyard.
e is the present KAISER WILHELM, now cele-
ating her sixtieth birthday. Four more ves-
sels were bought by the Senator from the SBDG.
SCHWITZ and BLASEWITZ came to Hameln in 1906
and were renamed GRAF MOLTKE and KAISER FRIED-
CH. Both were lost during the second world
r. In 1907, the OWDG acquired MEISSEN of
30. As b KRONPRINZ WILHELM, she is having
r eightieth birthday this year.

Finally, the old LIBUSSA of 1869/70 ar-
ved at Hameln in 1910 and was renamed BRAUN-
HWEIG until, in 1925, she received her pres-
t name of FÜRST BISMARCK, after the disposal
the 1877 boat of that name.

The OWDG are proud of having the oldest
erman steamer today. The brave FÜRST BIS-
RCK has had quite a career, reflecting Ger-

man history in many aspects. Originally named
after the legendary founder of Prague and built
in the Kingdom of Saxony, she saw the Elbe as
far as Bohemia in Imperial Austria even before
Bismarck's Reich was created. Well after her
silver jubilee, she made her memorable last
voyage down the Elbe. She left Dresden April
26, 1910, arrived at Harbourg April 28, at Cux-
haven April 30, carefully steamed along the
North Sea coast to Bremen, and reached Hameln
May 3. The full distance was 660 miles. She
made the ocean trip of 40 miles in 5 hours.

The dimensions of FÜRST BISMARCK are
184' x 14' (28' over guards); of KRONPRINZ WIL-
HELM, 183' x 16' (32'); and of KAISER WILHELM,
188' x 14' (27'). Drafts are about 2'. They
have deadweight capacities of 70, 73, and 84
tons, respectively, and are licensed for 492,
518, and 513 passengers. There is a crew of
five, with six additional "season personnel." The
compound engines of FÜRST BISMARCK and KAISER WILHELM are capable of 125 and 168
ihp; whereas the oscillating machinery of
KRONPRINZ WILHELM is of 135 ihp.

These "Salondampfer" are painted yellow
above a white waterline. The stack is yellow
with a black top. Paddleboxes have the upper
half white, the lower half yellow. Formerly
all the steamers proudly displayed the coats-
of-arms of their namesakes. Now FÜRST BIS-
MARCK is the only ship with a full crest—that
of the Bismarck family. The KRONPRINZ has a
grey and the KAISER a blue band, with the
name, on the paddlebox. The houseflag is hori-
zontally striped red-white-red with a centered
black millstone flanked by two black anchors.

Steamer service usually starts early in
May and ends by mid-September. The chief time-
table covers the Weser between Hameln and Han-
noversch-Münden, a distance of 85 miles, with
an occasional 35-mile downriver trip to Mir-
den. The boats make the down-trip from Han-
noversch-Münden to Hameln in 10 hours, usually
between 8 A.M. and 6 P.M. They take two days
to come up: 11 hours to Karlshafen, staying
there overnight, and 6 hours for the remaining
30-mile run to Hannoversch-Münden. Only one
class has restaurant service. The fare is 12
pfennigs per kilometer, or 4½ cents per mile,
with a reduction of 33% on the return ticket.*

* In this jubilee year, the Oberweserdampf-
schiffahrtsgesellschaft also operates the
twin-screw motorships STÖR (1937, 580 passen-
gers), LACHS (1925, 450), and HECHT (1935,
416), and the smaller FORELLE (1924, 196),
STINT (1937, 136), and MÖWE (1914, 48). In
addition, it charters the 100-passenger mo-
torboat FREIHERR VON MÜNCHHAUSEN.



230 Years Old: BISMARCK, KRONPRINZ, KAISER



CITY OF RICHMOND at Old Point for the last time, December 30, 1959 —Author's Photo

STEAM PACKET BIDS MELANCHOLY FAREWELL

By Alexander Crosby Brown

(Reprinted from the Daily News, Newport News, Virginia)

There was a forlorn, plaintive quality to the three protracted blasts from the steam whistle of the Old Bay Liner CITY OF RICHMOND as she slipped off her mooring lines from the well-worn bollards at the Old Point Comfort dock and headed out on her overnight trip up Chesapeake Bay for Baltimore.

Not only was this a melancholy valediction to the wharf and the ghost wharves at Old Point of yesteryear that she and her predecessors had served for almost a century and a quarter and were now leaving for good, but it seemed almost a premature wail for her own eventual demise. For the stately white steam packets of the Chesapeake belong to yesterday and survive today on borrowed time. The Bay Line's venerable three are all that are left and, symbolizing a way of life that has now all but passed, regrettably will not be replaced.

Yet, in their heyday, the steamboats provided a pattern of comfortable, unhurried travel missing in the present scheme of things. Undoubtedly today's traveler gets there quicker in an airplane. But there is a difference between gobbling a chilly dinner from a tray balanced precariously on a pillow in one's lap, and mounting a broad, sweeping staircase leading to a well-appointed dining room and there partaking of a well-served meal at leisure.

We witnessed the final visit of the steam-

er CITY OF RICHMOND to the Peninsula from a detached point of vantage on the Hotel Chamberlin roof. It was a still, clear night. From the maze of twinkling lights of Hampton Roads and the far shore, we first picked out the boat's masthead ranges. Then her emerald and ruby running lights came in view as, slowly increasing her bulk, the steamer approached across the Roads. Ghosting in to the dock at length, the first sound identified with her presence was that unmistakable hollow thud as a heaving line sailed across the dark intervening water and landed on the decaying wooden decking of the pier. Then a variety of sounds came to our ears: the swishing and bubbling of the propeller wash as the old steamer backed down and then went forward to take up the slack in her spring lines and the coughing steam winches on board wound in the smooth, polished manila.

Finally snubbed close in, the next noise to be wafted up to our aerie was the chuffing of a power dolly pushing the gangway aboard for the last time, followed by the clatter of the steel-rimmed wheels of the cargo carriers bringing up the last of the freight.

One felt curiously detached, and, for a moment, time stood still as the picture below etched itself in memory. Then we were brought back to the exigencies of the present. Final calls between ship and shore echoed over the

ill water.

"All ashore, that's going ashore!"

We were too far away to hear the tinkle the engine telegraph signaling for full speed ahead, but we could hear the swish of

swift water running under the ship's overhanging counter as she slowly gathered way. Then came the plaintive valedictory blasts of the foghorn. Only then did we notice that, meanwhile, a decided chill had come into the air.

AN OBSERVATION ON CONFUSION

By Donald C. Ringwald

Anyone who has ever attempted a serious study of the career of a steam vessel is well aware of the hazards that lie along the way. An example, with the sterling assistance

Members J. Elet Milton and A. Fred Saunders, we briefly recount here the sad tale of little sidewheeler that got thoroughlyixed up through no fault of her own.

In 1850 the steamboat ONONDAGA was built John Cantwell and John Gould at Brewerton, New York, for the Oneida Lake & River Steamboat Company, to be used as a towing steamer Oneida Lake and the Oneida River. That information is from data collected by Mr. Milton, who lives in Brewerton and who, we hope, will eventually prepare for this journal a story of Oneida Lake steamboating. From the original block model used by the builders and refined until recently by Mr. Milton, he gives the measurements of ONONDAGA as follows: 100 feet in overall length; 95 feet between perpendiculars; 14 feet 4 inches, moulded beam; 10 feet, width over guards; 6 feet, depth of load amidships; 4 feet, draft. The timber for the vessel was supplied by his great-grandfather, William T. Milton. White oak of the best grade was used for the frames, while theanking, decks, and upper works were of white pine. Mr. Milton states that the crosshead engine was built by T. F. Secor & Company of New York, with a cylinder diameter of 26 inches and a stroke of 6 feet.

Mr. Milton's records show that ONONDAGA was sold in 1860 to Thomas Cornell and went to Rondout, New York, via the Oswego and Erie canals. For the trip, he notes, her guards and paddlewheels were removed, the upper works cut down sufficiently so that their height above the waterline would not exceed $\frac{1}{2}$ feet, and the bow cut off and a breach bulkhead installed.

After reaching Rondout, she was taken to the shipyard of Samuel Williams, Jr. The Rondout Courier mentioned on September 14, 1860, that Williams had a "lake steamer" on his ways and was to fit her up for Hudson River business. Three months later it announced that Thomas Cornell had added FRANK CARTER to his fleet, and that she had been rebuilt by Samuel Williams, Jr. The paper omitted any hint that the steamer had had a previous name.

About 1:30 A.M., Monday, August 19, 1861, she took fire while lying at the Jay Street pier in New York City and sustained estimated damage of \$6,000. At the time, she was being used for towing about New York harbor. In re-

porting this event, the Rondout Courier referred to her as FRANCES A. CARTER, while the Kingston People's Press called her FRANK CARTER. It will be noticed that the Courier used the feminine form, "Frances."

On May 30, 1862, she was enrolled for the first time. Having previously been used in New York State waters only and having been rebuilt, she was entered as a new steamer, built in 1860 at Rondout. And the name placed on the enrollment was FRANCIS H. CARTER. Here we have the masculine form, plus a new middle initial. Unfortunately, the middle initial was wrong and "Francis" was a far cry from fact, for Frank Carter was a female.

William H. Carter had been the agent of the Oneida Lake & River Steamboat Company at the time of ONONDAGA's sale. His daughter, for whom the vessel was renamed, was Frances Alice Carter, although she was much better known by her nickname of "Frank." Writes Mr. Milton, "I never heard her called anything but 'Frank' outside of the family. There she was called 'Ockey,' the name her baby sister gave her before she could say 'Frank.' I was especially intimate with the Carter family and used to visit the daughter and her husband in Syracuse, she being then the wife of Quincy F. Cushing."

We have cited three press references to the CARTER, two of which call her FRANK CARTER; one, FRANCES A. CARTER. Being a diminutive vessel, she was not noticed very often in the newspapers in the years that followed. When she was, she was usually FRANK CARTER, although not always. Inevitably, she also turned up as FRANCIS A. CARTER.

A copy of the only photograph of her known to exist, used here as illustration, shows FRANK CARTER on the paddlebox. This view,



FRANK CARTER—J. Elet Milton Collection *

* Please turn to urgent "CQD" on page 126

from the George W. Murdock Collection, was presented to Mr. Milton in 1937 by a grandson of Thomas Cornell, Frederick Cokendall, then president of the Cornell Steamboat Company. Mr. Murdock's biographical data on the vessel imply that the picture was taken in 1879.

We would guess that, when Thomas Cornell decided to rename ONONDAGA after Miss Carter, he elected to use the full name out of regard for her sex. This, therefore, was painted on the boat's stern. Then for reasons of his own he settled on FRANK CARTER for the paddleboxes, which would account for the wide usage of that form of the name.

Perhaps FRANCES A. CARTER wouldn't fit properly on the paddleboxes. But it could easily have been shortened to F. A. CARTER. Likely, to continue the guessing game, the nickname intrigued Thomas Cornell. It is entirely possible that he had met Miss Carter. Mr. Milton has a vague recollection of having been told that she accompanied her father to Rondout on one of his trips during the negotiations for the sale and movement to Rondout of either ONONDAGA or another steamer of the Oneida Lake & River Steamboat Company.

Anyway, if Cornell's selection of the full name for official purposes—even though it got out of hand with the double blunder on the enrollment!—was predicated on a delicate deference to sex, he cast that feeling aside in his own advertising. In an advertisement for his towing line published in 1864, and in another a couple of years later, the steamer is listed as FRANK CARTER. Surely neither Miss Carter nor her father would have been offended if the whole affair had been simplified by using FRANK CARTER for enrollment purposes. In 1870 William H. Carter, who at the time was treasurer of the Fort Brewerton Bridge Company, entered his daughter's name in the trea-

surer's book as Frank Carter, the owner of two shares of stock.

This case of name confusion is not at all unique. In fact, it is far simpler than many of the puzzlers which arose during the period when renaming was strictly curtailed by Federal law. That gave rise to steamboats "renamed" through the simple expedient of painting a completely new name on the sides without the blessing of redocumentation.

The case of the CARTER, nonetheless, is a little off the beaten path in its own way. If you write soberly, "Although named FRANCES A. CARTER, she was generally known as FRANK CARTER," someone is bound to surmise that you don't know your Francis from your Frances. Worse still, if he goes to a List of Merchant Vessels of the United States, he'll further assume that you aren't capable of copying an "H" without making it into an "A."

But, if lady sidewheelers were as proud of their paddles as some females are said to be of their legs, then still another blow was in store for FRANCES A. CARTER. The Government, which initially and unwittingly had given her the wrong name, finally converted her, apparently through a typographical error, to a propeller! In the List for 1881 she was still a proper sidewheeler, but in the 1882 List she became a screw steamer and remained so through the 1885 List. In that year she was officially abandoned.

The entry in the 1885 List shows her as St. s. FRANCIS H. CARTER, official number 9822; 104 x 19 x 6 feet; gross tonnage, 87.62; built, Rondout, N. Y., 1860. Now, knowing that she wasn't a propeller, and that she wasn't FRANCIS H. CARTER, and that she wasn't originally built at Rondout in 1860, would anyone care to bet that she was exactly 104 feet in statutory length?

RALPH E. CROPLEY, 1885-1959

The Society notes with regret the death November 16 of Ralph E. Cropley, prominent marine historian and member of long standing. Always a lover of ships and seaports, he and a friend, Franklin Roosevelt, were known to have skipped classes at Harvard just to see the ships come in at East Boston.

Mr. Cropley, known to his SSHSA fellow members as Doc, gave up a career in banking and shipped out as purser on the old PRESIDENT ARTHUR in 1920. He later became Chief Purser on vessels of the United Fruit Company and spent several years as research representative for the Maritime Commission. His last sea duty was aboard MARINE PHOENIX during the Korean War.

His many memorials include the Smithsonian Institution collection of models and ship data, the International Model Collection in the Marine Museum of the Seamen's Church Institute (where he was assistant curator and historian for the last five years of his life), and the New York Ship Craft Club. As

founder of the Club and editor of its publication, The Binnacle, he was especially proud of the model building of its younger members and took great pleasure in passing "tricks of the trade" and ship data along to them.

During the final week of Doc's life, a testimonial dinner was given for him at New York's Salmagundi Club on the occasion of the New York Ship Craft Club's fifth birthday and he was presented with an artistic scroll by his club members.

His last wish was that his ashes be scattered in the Gulf Stream. This wish was carried out by the Master of the Peninsula & Occidental liner FLORIDA, one of his favorite ships, who read last rites. FLORIDA was the last ocean vessel on which Doc had traveled.

Ralph Cropley's sharp wit and salty sayings will be missed by all who knew him. The many ship models he was instrumental in obtaining for museums around the nation now stand as his monument. —Carl R. Brown, SANTA BARBARA, en route Callao, January 12

West Coast

Friends of the nearsighted Mr. Magoo of A Pictures, Inc., will find highly entertaining his bumbling misadventures on MATSONIA his cartoon Magoo's Lodge Brother. The voc wrought cannot have been beyond repair, r the ship is still operating. Matsonews September-October paid its respects to is recent passenger with an illustrated ticle and the front cover.

The Cinerama production South Seas Adventure is given a "Must See" recommendation.

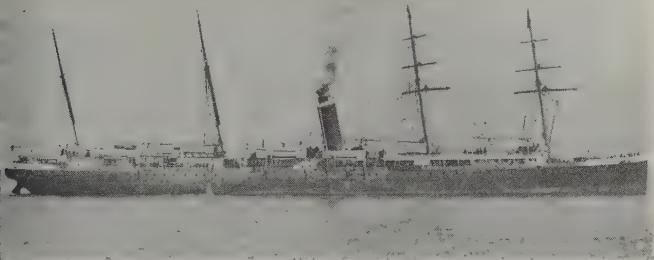
From Australia, Ronald Parsons, SSHSA and Ship Society member, writes of another LDEN GATE with an interesting story. Built 82 at Sydney as a KARUAH, she was a 121-oss-ton schooner, 105'8" x 20'8" x 7'7", th auxiliary compound engine. In March, 85, she was sold, according to Custom House cords, to "a citizen of the U. S., at New itain, and renamed GOLDEN GATE." In May, 88, she returned to the Sydney register, re rting to her old name. She was broken up in 94. Though Pago Pago, Samoa, was acquired

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as a United States Naval Base in 1872, Tutuila and the other islands of American Samoa were not acquired until 1899. She does not appear in Merchant Vessels of the United States between 1883 and 1889. She could not have been under British registry. Perhaps her owner was not worried about such formalities.

In the San Joaquin delta at Jersey Island a little-known double-ended auto ferry, the motor vessel VICTORY II, built 1948, made its last run October 31. Her operator would not renew his contract with the county. Temporary service by passenger launch has been replaced by a small tug with a barge.

TONGASS a WAPAMA of 1915, believed the last of hundreds of West Coast steam schooners still in serviceable condition, is to be preserved at the San Francisco Maritime Museum as a specimen of her vanished race. Rescued by the State of California from a Seatle junk dealer, the 205' ship was drydocked last July at Oakland as a prelude to restoration to her original form and name. —FOB



AUSTRALIA

—Roy D. Graves Collection—



VENTURA

FLEET LIST, OCEANIC STEAMSHIP COMPANY (J.D.Spreckels Line), owned from 1926 on by Matson Navigation Company.

Compiled by Lloyd M. Stadium

ssels are listed in approximate order in which they joined the fleet. Each entry lists, order: (1) name, (2) U.S. official no., (3) length and beam, to nearest foot, (4) builder d/or place of build, (5) building date, (6) dates in fleet, (7) former and subsequent names d other notes. All are steel-hulled, single-screw passenger ships with reciprocating steam engines and one funnel, unless otherwise noted. Abbreviations: B=broken up, Br=British, Fr=eighter, Ha=Hawaiian, I=Iron, Ja=Japanese, Pa=Panamanian, Po=Polish, S=sold(to), SB=ship-bilding, SS=steamship, US=United States, YS=Yugoslavian, 2sc=twin-screw, 2st=two-stack.

EZ (Br)73633	324x35	Mitchell, Newcastle	1874	1882-1883.	Chartered. I; Br.
RIPOSA 91554	314x41	Cramp, Philadelphia	1883	1883-1911.	I; S, Alaska SS Co.; wrecked 11/18/17.
AMEDA 106184	314x41	Cramp, Philadelphia	1883	1883-1910.	I; S, Alaska SS Co.; burned 11/28/31.
STRALIA 106751	377x37	Elder, Govan, Scotland	1875	1886-1905.	I; successively Br, Ha, US, Ja; S; seized by Ja, 8/26/05.
CALANDIA 28136	377x37	Elder, Govan, Scotland	1875	1886-1906.	I; successively Br, Ha, US; S; wrecked 3/17, Atlantic.
ERRA 116996	400x50	Cramp, Philadelphia	1900	1900-1919; 1923-1934.	b GDANSK (Po); 2sc; originally 2st; B.
NOMA 117009	400x50	Cramp, Philadelphia	1901	1901-1934.	2sc; originally 2st; B.
VENTURA 161871	400x50	Cramp, Philadelphia	1900	1900-1934.	2sc; originally 2st; B.
ARRISO 217374	341x45	Long Beach SB Co.	1919	192?-1926.	a MAGUNKOOK c NIKOLINA MATKOVIC (YS); Fr; 2sc; diesel; S.
RIPOSA 231312	604x79	Bethlehem, Quincy	1931	1931-1952.	b HOMERIC (Pa); 2sc; 2st; turbine; S.

MONTEREY 231480 604x79 Bethlehem, Quincy

1932 1932-1952. b MATSONIA; 2sc; 2st; turbine; S, US.

[Third of trio, LURLINE, built and sold to Matson, but to be kept available for relief.]
SIERRA 252355 441x63 North Carolina SB Co. 1944 1947-date.
SONOMA 245016 441x63 North Carolina SB Co. 1944 1947-date.

a STOKES; C2 Fr; turbine.

VENTURA 252493 441x63 North Carolina SB Co. 1944 1947-date.
ALAMEDA 252492 441x63 North Carolina SB Co. 1944 1947-date.
MARIPOSA 265137 530x76 Bethlehem, Quincy 1953 1956-date.

a WHITE SQUALL; C2 Fr; turbine.

a TODD; C2 Fr; turbine.

a SHOSHONE; C2 Fr; turbine.

a PINE TREE MARINER; originally Fr; turbine; converted Willamette I & Steel Co.

a FREE STATE MARINER; originally Fr; turbine; converted Willamette I & Steel Co.

MONTEREY 264687 530x76 Bethlehem, Sparrows Point 1952 1956-date.

High Seas



BLOEMFONTEIN CASTLE leaving King George V Dock for last time—Port of London Authority

It is strange how some ships go on and on living, while others, equally well built, waste their last years in idleness. Take the sisters WINDHUK and PRETORIA, built 1937 and 1936 by Blohm & Voss, Hamburg. The first, renamed LEJEUNE, has lain idle for years in the Olympia reserve fleet, after service as an American transport. The second has seen hardly an idle moment, having sailed under the names b EMPIRE DOON c EMPIRE ORWELL d GUNUNG DJATI. She is a pilgrim ship from Indonesia to Jeddah.

Another which will doubtless live on far past her normal time is the 18,400-ton BLOEMFONTEIN CASTLE, lately renamed PATRIS. In our last column we wrongly surmised she would be put on the Greek Line's New York run. She has been bought by Greeks, but by the Greek Australian Line, not the Greek Line. Now painted white, with a large "X" on her beautiful Union Castle stack, she remains one of the sleekest lady liners afloat. Her fairly substantial reconstruction was accomplished in 13 days.

A prior example of Harland & Wolff craftsmanship, HIGHLAND BRIGADE, has been renamed HENRIETTA. Her sister HIGHLAND PRINCESS is now MARIANNA. Latsis Lines have put both in service between Greece and Australia. As rebuilt they will carry 900, in one class. Another ship of varied career on the Australasian run is CAPTAIN COOK, whose charter to the New Zealand Government has expired. Built as the Donaldson Liner LETITIA, sister to the ill-fated ATHENIA and cousin to Cunard's "A" fleet, she was named EMPIRE BRENT for a time after 1945.

The first postwar tourist-class venture under the American flag has come to an unhappy end. After just over a year's service, Arnold Bernstein's American Banner Line has with-

Frank O. Braynard,
213 Glen Avenue, Sea Cliff, Long Island, N.Y.

Editor



ATLANTIC coming up New York's Upper Bay —American Banner Line

drawn from the world's most competitive passenger route and put its one ship, ATLANTIC a BADGER MARINER, up for sale. The loss was a personal one for the 86 members of the Society's New York Chapter who last March 25 enjoyed the Line's hospitality on board ship at Pier 95, North River. It is some satisfaction that ATLANTIC is soon to resume sailing, having been acquired by American Export Lines for New York-Piraeus-Haifa service.

It still amazes how many new ships are being built despite the inroads—and they are dramatic—made by air in the overseas passenger business. The new FRANCE, now a magnificent hull on her St. Nazaire building berth, is to be launched May 11 at 4:45 P.M. Her weight at launching will be 35,000 tons, 5,000 more than NORMANDIE's. Most of her propelling machinery will be in place. Her 4 propellers will be powered by 160,000-shp steam turbines with 8 boilers burning 40% less fuel than the 29 of her great predecessor. Expected to have a service speed of 31 knots, she will make 46 crossings a year, giving an annual passenger capacity of 92,000, more than that of LIBERTE and ILE DE FRANCE in service together. It is rumored her schedule will be in harmony with that of UNITED STATES. They would be a hard pair for the older QUEENS to compete against.

The Italian Line is planning two more new liners, while both Lloyd Triestino and Costa have announced their intention to build pairs of 20,000-ton passenger liners. Mrs. John G. Diefenbaker, wife of Canada's Prime Minister, will christen the 27,500-ton EMPRESS OF CANADA, largest and newest Canadian Pacific ship, to be launched May 10 at Vickers-Armstrongs, Newcastle-on-Tyne.

**lantic New York and Philadelphia Areas
aboard Harry Cotterell, Jr., Editor
36 Alexander Street, Newark 6, N. J.**

The liquidation of the West Shore Railroad's ferry fleet, idle since Manhattan-Weewalken service across the Hudson was cut off in March, is not to be absolute, in terms of scrapping all the boats, it seems. SYRASE 117261 and ROCHESTER 202712, the oldest pair, were broken up at Jersey City toward the end of summer. NIAGARA 210464 has been converted to a floating dormitory, office, and warehouse for construction engineers of the Public Service Electric & Gas Company, her first location being at Sewaren, New Jersey, along Staten Island Sound. ALBANY 225146, ONY POINT 215269, UTICA 207842, and WEEHAWKEN 212802 have been sold to the Tierra Verde Corporation of Florida, to ply between St. Petersburg and the new Tierra Verde development in Tampa Bay. By early December, they were in white paint, with two tones of blue on their black-topped stacks. Their interiors were white with blue trim. And they are still aeam! Reportedly scheduled to be towed to Florida, taking two of their former captains with them, they are still (two of them, at least) tied up in Communipaw and Gowanus Bays this writing.

HC,CHL,CBM

There is active speculation that at least one new boat for the Manhattan-Staten Island ferry fleet may be close to the design stage. The guessing is that any new boats will be similar in size and appearance to the 3-deck class of 1951, will switch from steam to diesel-electric power, will cost in the vicinity of \$4,000,000 each, and will have 10% less passenger capacity, 50% more car space. The first point is probably the most controversial, some arguing that completion of the Narrows bridge will soon cut vehicular traffic by war, but that commuter traffic is certain to increase. A November 12 editorial in the Staten Island Advance, relying on this premise, suggested conversion of the Brooklyn-Staten Island (ex-Electric Ferry) fleet to passenger carriers only, for use on the main city run and if they are displaced by the bridge. The plea with which SSHSA ferryboaters will sympathize was voiced November 28 by columnist Clark Reycraft. Under the slogan "Let's Get Back on the Track," he deplored the omission of a full-circuit promenade deck in the design of the 1951 boats, and called on planners of new tonnage to restore this feature for the benefit of hikers and strollers—and, we would add, of the many who prefer to sit out in all the bitterest weather, holding binoculars and camera ready, or simply breathing air.

Captain H. L. Wentworth, Sr., SSHSA member, sends a page from the Panama Canal Review reporting the imminent retirement of PRESIDENTE PORRAS 226234, double-ender used on the Gail-

lard Cut excursions. She will not be replaced, for a bridge now under construction will supplant the ferry altogether. PRESIDENTE PORRAS a FRANK E. GANNETT b NASSAU, built 1927, was one of New York's six original Electric Ferries. She went to the Canal Zone in 1942.

New England and Eastern Canada

Doris V. Green, Editor
126 Broad Street, Groton, Connecticut

A drive has been launched in Rhode Island to preserve the veteran Newport-Jamestown steam ferryboat GOVERNOR CARR 226250, built 1927 at Quincy. Superseded by the larger steamers JAMESTOWN 240725 a FLORIDA b RICHMOND and NEWPORT 240610 a NEW YORK b NORFOLK, she is destined for the scrapyard unless means can be found of maintaining her as a museum and historical relic. It is hoped to berth her adjacent to Jamestown's East Ferry Dock, where she might be used for marine exhibits, for an information bureau, and as a meeting room for interested organizations.

ROBERT J. IRWIN, a 112' ferry to replace D.L. MacLAREN, has been completed by the York Structural Steel Company of Fredericton, New Brunswick. To be placed on the Millidgeville-Kingston Peninsula run across the Kennebecasis River north of Saint John, she has two 170-bhp diesels and can carry 18 cars. She is peculiar in her extra-long bow and stern ramps, designed to obviate any need for wharf or dock.

In connection with her arrival, member George I. Higgins sends an interesting synopsis of the history of this ferry route from the provincial metropolis to the farmlands of the peninsula between the Rivers Saint John and Kennebecasis. Its first boat was ENTERPRISE of 1870, built by a company which was organized by Peninsula residents. When ice prevented her running, a 50' lumber scow was decked over to carry as many as 16 teams and sculled across with the help of the fare-paying passengers. ENTERPRISE was succeeded in 1895 by the still-loved double-ender MAGGIE MILLER, last steamer to serve the route, which in turn wore out in 1934. She was followed by a sidewheel motor ferry officially known only as BAYSWATER-MILLIDGEVILLE FERRY, but popularly called by the name of her predecessor, until succeeded by D. L. MacLAREN.

Loren Graham reports that MARTHA'S VINEYARD a ISLANDER has been laid up at Hyannis, Massachusetts, since late September. Meanwhile, the court battle presumably continues between her new owner and the New Bedford, Wood's Hole, Martha's Vineyard & Nantucket Steamship Authority, the former seeking to use her to supplement his successful passenger cruisers between Hyannis and the Islands, the Authority seeking to enforce the monopoly of water transportation (as to vessels over 100 tons) granted it in the legislation under which it took over the Island Line from its last private operators.

Chesapeake Bay and South

John L. Lochhead
Mariners Museum
Newport News, Va.

JONANCY & BYLAYL
fitting out at
Newport News Yard
Shipyard Bulletin

The Old Bay Line was forced to discontinue service from Old Point Comfort when the Department of the Army closed the wharf there January 1, alleging there was no justification for repairing the badly deteriorated structure. Last Baltimore-bound steamer was CITY OF RICHMOND, which left December 30, well covered by TV, radio, and the press (see page 110). Last arrival from Baltimore was CITY OF NORFOLK, the next morning. Former Old Point passengers must now embark at Norfolk, and freight will be trucked to and from there.

For the fall and winter months, the Old Bay Line suspended Saturday and Sunday night sailings the weekend of September 19. State-room space was reduced at the same time. CITY OF RICHMOND and CITY OF NORFOLK are due for surveys this year, which may therefore be a critical one in their careers, since costly repairs may be indicated. On the brighter side, bookings for the Old Bay Line's annual spring tours are better than in 1958 and 1959.

The Chesapeake Bay Ferry District purchased LST-510 in September, for conversion to a ferry for their Little Creek-Kiptopeke run. She is expected to enter service in June. The District apparently sees no immediate prospect of financing the Cape Charles-Cape Henry bridge-tunnel, construction of which was to begin last fall. Changing its mind on abandoning the Old Point-Kiptopeke service, the District transferred NORTHAMPTON a LST-63 to the run in January, thereby providing accommodation for buses and trucks which ACCOMAC a VIRGINIA LEE b HOLIDAY could not carry. The Pennsylvania passenger station and wharf at Cape Charles, from which ELISHA LEE a RICHARD PECK made her last trip on this run February 28, 1953, have been torn down. Passenger trains quit running in 1956.

The Portsmouth ferry terminal was torn down in January. The Norfolk ferry terminal burned last May. WARWICK a CHELSEA, last vessel in the old Hampton Roads ferry fleet, was sold to Venezuela in September after a previous sale to Uruguay fell through. Leaving her Willoughby berth for a Norfolk shipyard (where she still lay in January), she snagged a sandbar, thus becoming the last ferry to ground on a route which saw many such mishaps.

DIXIE QUEEN a & c MADISONVILLE b MONHEGAN, reported in our Summer issue as going south from Norfolk, got only as far as the Portsmouth Salvage Company pier at Money Point, where she sank early last summer and



still lay in December. FISHERS ISLAND a FISHERS ISLAND b COL. JOHN E. BAXTER, bought by the Norfolk, Baltimore & Carolina Line for their Norfolk-Baltimore freight run, still lies idle and unconverted at the same pier where she arrived in June, 1957.

NEW YORK a LST-969 resumed truck-trailer service between Norfolk and Camden, New Jersey, in February, 1958, and has been operating regularly ever since.

The former Pocahontas Fuel collier BY-LAYL of 1916 left the Newport News yard in January after a long lay-up. Extensively reconditioned for Chilean owners, she will ply in Chile's coastwise trade. She was shortly followed by her sistership JONANCY.

EVANGELINE had a successful West Indies fall cruise season from Washington, with an extra trip added to her schedule. Her sister YARMOUTH, extensively reconditioned, is new-like EVANGELINE, air-conditioned throughout. On January 1, their owners added BAHAMA STAR a BORINQUEN b PUERTO RICO c AROSA STAR to their fleet, to run Miami-Nassau. On her first voyage under their flag, she developed engine trouble about 30 miles from Miami, and was towed in with 735 passengers aboard. The Peninsula & Occidental Steamship Company has expanded its freight service from Baltimore to the West Indies with more chartered ships. Its well-known FLORIDA, still regularly in the Miami-Nassau trade, is being considered for the Boston-Yarmouth run next summer.

PORT WELCOME, newest Baltimore excursion boat, arrived November 24 from her builders R. T. C. Shipbuilding Corporation of Camden. Owned by the Maryland Port Authority, she will be operated by the Wilson-Tolchester Steamship Company, with the Authority retaining priority use on set days. VICTOR LYNN a JES SAINTE b QUEENSTOWN, which ran Baltimore-Salisbury many years until sold south in 1956, sprang a leak in stormy weather off Coatzacoalcos, Mexico, and sank October 19 with loss of one life. Owned by Harold Kent of Tampa, she had been engaged in the banana trade.

Captain John Ira Hodges, 78, former skipper at Norfolk of the Southern Railway steamer MEMPHIS a CITY OF CHESTER and tug LOUISVILLE, died in September. He was followed in January by Captain W. F. Register, one of the last old-time Cape Fear River steamboat captains, who had served on the sternwheelers A. P. HURT and CITY OF FAYETTEVILLE, which plied the river till just before the first world war.

Great Lakes System

Duluth to Niagara

v. Edward J. Dowling, S.J.
itor
iversity of Detroit
troit 21, Michigan

CANADIAN of 1907
now being scrapped



During the 1959 navigation season approximately 1000 oceangoing vessels passed and from the Great Lakes through the St. Lawrence Seaway. American-flag lines in regular service were American Export and Grace, while vessels of Isbrandtsen, Waterman, and Great Lakes Marine lifted a considerable amount of U.S. cargo. Foreign ships, especially tramps, made up the larger part of the tonnage.

One of several ships which did not leave the lakes at the season's end was the Greek-owned Panamanian-flag THEODOROS A., seized at Detroit for debt and eventually sold at a marshal's sale December 21. Built 1918 at Oakland, California, as GOVERNOR JOHN LIND 216871, she flew the Stars and Stripes until 1947 as a unit of the Bull Insular Line. She was under Canadian registry till this year. No plans for her future have been announced by the buyers, National Sand & Gravel Company of Lorain, Ohio.

The increased capacity of the Seaway is fast spelling the doom of the old "canaller" type of freighter, 260' long and of about 2500-ton capacity, the largest ship possible on the Great Lakes canals (see below).

Giant new bulk freighters continue to be built. ARTHUR B. HOMER, Bethlehem's new 730' x 75' x 39' flagship, went down the ways at River Rouge November 7. Canadian yards have launched MURRAY BAY of Canada Steamship Lines and an unnamed unit for Carryore Ltd. (rumor has it may be called CAROL LAKE). EDWARD L. VERNON of Inland Steel was launched at Maniwoc January 21. All are about the same size.

QUEDOC a MARISKA b KAMARIS of 1890 has been sold by Paterson of Fort William to Holsten Sand & Gravel of Toronto, and will be converted to diesel this winter at Collingwood. PIONEER a J. H. BARTOW of 1907 has been purchased by Nicholson Transit of Detroit from Cleveland Cliffs. D.O. MILLS, bulk freighter also of 1907, has been sold by Interlake Steamship to Tomlinson Fleet Corporation, who will convert her into a self-unloader.

The Marine Historical Society of Detroit has distributed to its members a 6-page mimeographed compilation entitled "The Year 1959 in Review." It consists of a United States list prepared by William A. McDonald, and a Canadian by John Bascom and James Kidd (all SHSA). American steamers shown as removed from the books last year are the freighters ARTHUR W. MEYERS a CRESCENT CITY, CARL D. BRADLEY

(sunk late 1958), JUPITER, MacGILVRAY SHIRAS a UMBRIA, and R. E. MOODY a P. P. MILLER b COLLIER c JOHN McCARTNEY KENNEDY, the carferry ASHTABULA, and the tugs CENTRAL a WM. J. McCARTHY, FRED C. GREILING, and SUNDEW. Canadian steamers removed are the canal-sized freighters ACADIAN a GLENMAVIS, CANADIAN, COLLIER a COLLIER NO. 1, GEORGE M. CARL a SCOTT MISENER, J. G. IRWIN a JOHN O. MCKELLAR, KENORA, MEAFORD a ROBERT J. BUCK, PENETANG a WALTER B. REYNOLDS, PICTON a MEADCLIFFE HALL, WALTER INKSTER a TURRET CAPE b SUNCHIEF, and YANKCANUCK a MANCHESTER b JOSEPH W. SIMPSON c MINDEMOYA, and the tug BAYPORT a FAIRPORT (ex-US). All but CENTRAL (dieselized) and CARL D. BRADLEY, PICTON, and BAYPORT (lost) went for scrap.

Niagara to the Sea

Daniel C. McCormick, Editor
1 Isabel St., Massena, N. Y.

The renaming of the Gayport vessels has been accomplished, and the tankers are to receive their Hall colors during the winter lay-up. This sale took place last July 1. The name-changes are: BRITAMLUBE b BAY TRANSPORT, BRITAMOCO b GULF TRANSPORT, BRITAMOIL b ISLAND TRANSPORT, BRITAMOLENE b WAVE TRANSPORT, BLUE CROSS a REDHEAD c LAKE TRANSPORT, OIL TRANSPORTER a TRANSOIL c OIL TRANSPORT, FUEL TRANSPORTER a CYCLO-CHIEF b TEXACO CHIEF d FUEL TRANSPORT, SEA TRANSPORTER a TELLICO b TRANSEA d SEA TRANSPORT.

On September 1, IMPERIAL KINGSTON was towed from Port Colborne by McLean's tug MISEFORD to the Soo for conversion to a sand, gravel, and stone carrier.

JOHN B. RICHARDS and NORMAN B. MacPHERSON, former Upper Lakes Shipping canallers, have been sold to the St. John Dry Dock Company, ostensibly for conversion to pulp barges.

Pyke Salvage of Kingston took possession of the new British-built tug SALVAGE MONARCH in mid-November, in time to make good use of her in moving Canada Steamship Lines package freighters to new dead storage at Kingston.

The Hall Corporation of Canada had the distinction of owning the last two vessels to pass through the Seaway locks in 1959. ROCK-CLIFFE HALL was the last eastbound ship, while the newly acquired OIL TRANSPORT was the last westbound. Last "saltie" to make the run was the Norwegian SALTVIK of 1936, which was towed



DETECTOR at Cornwall, April 18, 1959
—D. C. McCormick Photo

out as a result of engine damage. She was picked up at Buffalo by Pyke's SALVAGE MONARCH and SALVAGE PRINCE (after the Kingston shifting job) and taken over at Kingston by McAlister's JAMES BATTLE and SINMAC for Montreal.

Next, Pyke's full complement of tugs was assigned the task of removing the Norwegian freighter VILJA from her perch on a shoal immediately west of Brockville. After being

floated in early December, VILJA was brought to the Dominion Elevator at Johnstown.

This is one of four "salties" which remained behind at the end of the navigation season December 3. The others are JACKSON, PRINCESS a PASS OF BALLATER, wintering at Hamilton after sending her crew home to Britain by air, the Liberian T2 tanker SWEETWATER, in at River Rouge for repairs; and THEODOROS A.

The Canadian Government sounding and sweeping vessel DETECTOR of 1915 is to be replaced by the CGS BEAUPORT, launched from the Lauzon yard of Geo. T. Davie & Sons in late fall, for spring delivery. BEAUPORT is 167.5' x 36' x 9', and powered by 2 640-bhp Fairbanks Morse diesels which drive her at 13 knots.

On October 31, also at Lauzon, the Davie Shipbuilding, Ltd., yard turned out a new ice-breaker, JOHN A. MACDONALD. Named for Canada's first prime minister, she is said to be outstripped in power only by our GLACIER and the Russians' atomic LENIN. She is a triple-screw vessel, 315' (overall) x 70' x 28' (loaded draft) 3380 deadweight tons. She is designed to cruise at 10 knots, with a maximum speed of 16

Overseas

Two 33-year-old south-of-England paddle steamers have won new leases on life after being retired from the routes for which they were built. The larger, the 195' PRINCESS ELIZABETH of Southampton's Red Funnel Steamers, has been sold to Tor Bay Steamers, who plan to use her for excursions from Torquay. The 152' FRESHWATER II a FRESHWATER, built in 1927 for the old Southern Railway's Lymington-Yarmouth ferry to the Isle of Wight, and replaced September 21 by the new diesel double-ender FRESHWATER, has been sold by the British Transport Commission to a group who plan to operate her out of Brighton.

Three crew members were lost last July when the 680-ton ST. RONAN of 1958 sank three miles from South Goodwin Lightship in collision with the Greek-flag Liberty ship MOUNT ATHOS a J. MAURICE THOMPSON of 1943. At Newcastle-on-Tyne an annex to the Municipal Museum is to be built as a memorial to Sir C. A. Parsons, to house his first turbine steamer, the 100' TURBINIA of 1894. Her forepart has until now been preserved at Newcastle; her after section, at South Kensington.

Denmark has built and placed in service

two large new diesel ferries. The 365' PRINSESSE BENEDIKTE, delivered last March by the Elsinore Shipbuilding & Engineering Company for the "Great Belt" of the Danish State Railways, is the largest ship yet built for this route. With a speed of 18 knots and 840' of track, she can carry 30 freight cars or 125 automobiles. Aalborg Werft has delivered the 281' auto transport PRINCESSAN CHRISTINA for Sweden's Göteborg-Frederikshavn Linien. This 17-knot ship has 4 car-decks connected by elevator, and can carry 130 cars.

Tass reported October 8 the completion at the Krasnoye Sormovo yards, Gorky, of "the world's biggest river liner," SOVETSKY SOYUZ (SOVIET UNION). A 3-deck diesel craft of undisclosed tonnage, she carries 440 passengers. FELIX DZERJINSKY, first passenger liner produced in the USSR's 7-year plan, has entered regular Odessa-Beirut service.

Queen Juliana of the Netherlands recently christened the 6000-ton North Sea ferry KONINGIN WILHELMINA, for the Harwich-Hook of Holland route. A very different newcomer to the Dutch scene is the 119' 1500-horsepower OLIVIER VAN NOORT, a Mississippi-style pusher built by Smit at Kinderdijk, as part of Holland's first integrated tow, for the Rhine.



PRINCESS ELIZABETH
—Red Funnel Steamers Photo



FRESHWATER II a FRESHWATER
—E. R. Keen Photo, from Marine News

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"From Indonesia and Australia to Greece to the scrapyard" is the story of three ships in current reports. A fourth has made, so far, only the first step. AEOLIA a STUIJVENTANT, 4249-tonner built 1918 at Amsterdam, has been sold to Japanese scrappers by Hellenic Mediterranean Lines. The larger (9424 and 710-ton) ex-Australian coastal liners COLUMBIA a KATOONBA and ESPAÑA a CANBERRA of 1913, after postwar careers under Goulandris' flag, are also to be scrapped, the first in Japan, the second "by the Dominican Government," her last owner. TAROONA of 1935 has been renamed ELLAS, after her sale by Tasmanian Steamers proprietary to Typaldos Brothers, who will operate the 4297-ton passenger ship on their Piraeus-Brindisi-Venice route. One other recent migrant to Greece is STELLA MARIS, last year on the St. Lawrence. She will cruise Greek waters in connection with QUEEN FREDERICA, for the National Hellenic American Line.

The first Baltic carferry built in the East German Republic, the 450' two-stack motorship SASSNITZ entered Sassnitz-Trelleborg service this year, running opposite the Swedish TRELLEBORG. With a capacity of 885 passengers, 36 European freight cars, and 30-40 automobiles, the sleek vessel was scarcely shaken down when, in leaving Trelleborg November 10, she bumped a pier, dragged her anchor, and snuffed out all 4 lights of the port!

EUROPEAN PADDLE STEAMER SURVEY (concluded)

With this installment, we round out our survey of the existing sidewheel steamers of Europe, as of 1958. This seems desirable, even though it entails a much longer listing than usual, since we are already more than a year from our base date, and retirements and scrappings are beginning to whittle down the fleet of survivors. This installment covers the lakes of Switzerland and adjoining lands, as well as other European lakes, rivers, and harbors remaining to be "mopped up." We even include the very few paddlers whose names we have managed to strain through the Iron Curtain, chiefly those of Dresden's "Weisse Lotte." Known gaps in our information still include all other sidewheelers of the Communist countries and most steam paddle tugs of the Rhine and Danube. Data on these, and on any other omissions, will be gratefully received.

Particular thanks for assistance in compiling the following list are due to Dr. Ernst Schmidt of Reinbek, Germany; Ricardo Siepmann of Hamburg; Dieter Jung of Berlin; Joseph and Richard Braun of Richmond Hill, New York; Alan D. Meyer of Orinda, California; and Den-

mark's Silkeborg Turistforening, as well as many of the operating companies. Abbreviations used to identify the countries bounding the bodies of water listed are as follows: Au=Austria, De=Denmark, EG=East Germany, Fr=France, Hu=Hungary, It=Italy, No=Norway, Swz=Switzerland, Tu=Turkey, WG=West Germany.

Ammersee (WG)	
Deutsche Bundesbahn	
AUGSBURG	DIESSEN
Lake of Annécy (Fr)	
Cie. des Bateaux à Vapeur sur le Lac d'Annécy	
FRANCE	*VILLE D'ANNÉCY
Lake of Bienna (Bielersee) (Swz)	
Bielersee-Dampfschiffahrts-Gesellschaft	
BERNA	
Lake of Brienz (Swz)	
Berner Alpenbahn Gesellschaft Bern-Lötschberg-Simplon	
LÖTSCHBERG	
Chiemsee (WG)	
Ludwig Fessler	
LUDWIG FESSLER	
Lake Como (It)	
Gestione Governativa	
CONCORDIA a 28 OTTOBRE	
PATRIA a SAVOIA	PLINIO
Lake Constance (Bodensee) (WG-Au-Swz)	
Deutsche Bundesbahn	
*BAVARIA	STADT MEERSBURG
HOHENTWIEL	STADT ÜBERLINGEN
*LINDAU	ZÄHRINGEN
Österreichische Bundesbahn	
STADT BREGENZ	
Schweizerische Bundesbahn	
RHEIN	ST. GALLEN
Lake Garda (It)	
Navigazione sul Lago di Garda	
G. ZANARDELLI	ITALIA ('08)
Lake of Geneva (Genfersee, Léman) (Swz-Fr)	
Cie. Générale de Navigation sur le Lac Léman	
GÉNÉRAL DUFOUR	RHÔNE
HELVÉTIE ('26)	SAVOIE
LA SUISSE	SIMPLON
MAJOR DAVEL	VALAIS
Himmelbjergersoerne (De)	
(Owner not known)	
%HEJELLEN	
Lake Lucerne (Vierwaldstattersee) (Swz)	
Dampfschiffgesellschaft des Vierwaldstättersees	
GALLIA	SCHILLER
GOTTHARD	STADT LUZERN
%HELVETIA ('70)	UNTERWALDEN
ITALIA ('72)	URI
PILATUS	WILHELM TELL
Lake of Lugano (It-Swz)	
Società Navigazione del Lago di Lugano	
ITALIA ('08)	SEMPIONE
TICINO	
Lake Maggiore (Langensee) (It-Swz)	
Ministero dei Trasporti Navigazione sul Laghi Maggiore	
ITALIA a FRANCIA ('03)	LOMBARDIA
PIEMONTE a REGINA MADRE	



LESSING of 1911—Courtesy W. DuB. Thomas

Lake Mjøsa (No)

A/S Oplandske Damskipsselskap
%SKIBLADNERLakes of Neuchatel and Morat (Neuenburger-
und Murtensee) (Swz)Société de Navigation à Vapeur des Lacs de
Neuchâtel et MoratFRIBOURG NEUCHÂTEL
YVERDON à HELVÉTIE ('81)

Lake of Thun (Swz)

Berner Alpenbahn Gesellschaft Bern-Lötsch-
berg-Simplon%BEATUS BUBENBERG
BLÜMLISALP HELVETIA ('89)

Traunsee (Au)

Traunseer Schiffahrt und Seilschwebebahn
%ELISABETH %GISELA

Untersee und Rhein (WG-Swz)

Schiffahrtsgesellschaft für den Untersee
und Rhein

SCHAFFHAUSEN

Lake of Zürich (Swz)

Zürcher Dampfbootgesellschaft
*HELVETIA ('75) STADT RAPPERSWIL
STADT ZÜRICHKARAMÜSEL—Turkish "quadruped" sidewheeler
built 1956 and powered with the engines (and
all four wheels) of two older paddle steamers.

NEUCHÂTEL of 1912—Courtesy of Owners

Elbe River (WG-EG)

G. Albrecht (tug operator)

KRONPRINZESSIN CECILIE

Behnke & Mewes (tug operators)

*MARKGRAF REICHSTAG

Hamburg-Blankenese-Este Linie

HANSA LESSING

VEB Fahrgastschiffahrt "Weisse Flotte"

BAD SCHANDAU KURORT RATHEN

DIESBAR LEIPZIG

DRESDEN MEISSEN

EINHEIT MÜHLBERG

JUNGER PIONIER PIRNA

KÖNIGSTEIN RIESA

KRIPPEN SCHMILKA

WELTFRIEDEN

+FREUNDSCHAFT a JOHN PENN

Weser River (WG)

Oberweserdampfschiffahrtsgesellschaft

@FÜRST BISMARCK a LIBUSSA b BRAUNSCHWEIG

@KAISER WILHELM

@KRONPRINZ WILHELM a MEISSEN

Danube River (Au-Hu)

"DDSG" (tug operator)

AUSTRIA ISAR

INN VACZ

Hungarian Zone

SZABADSAG

Bosphorus (Tu)

Denizcilik Bankasi T. A. O.

#KARAMÜSEL %SAHILBENT

* Retired or scrapped since 1958

% See SB, xvi:86-87 (Fall, 1959)

+ Built 1863. Probably scrapped

@ See pages 107-109, above

Four-wheel sidewheeler

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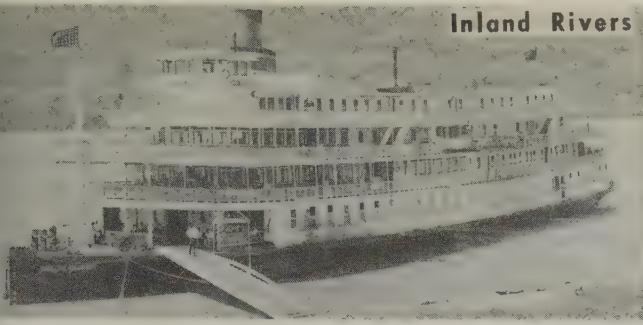


Capt. Donald T. Wright

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IF LOW BRIDGES
DELTA QUEEN —Grogan Photo

The start of 1960 found the Inland Rivers confronting their most serious crisis in years. Two highway bridges across the Upper Mississippi were being planned, at Le Claire, Iowa, and La Crosse, Wisconsin, with vertical clearances of 45', as against the 63.5' heretofore observed as the minimum. What was worse, the U. S. Army Corps of Engineers, for the first time, was demanding not that the bridge-builders justify the low clearances, but that boat operators justify the existing standard.

Confronted with this threat of curtailment to the vast inland towing industry, and of certain extinction to the few surviving steamboats, waterway interests have rallied to oppose the new bridges. Two SSHSA members have borne leading roles: Captain Donald T. Wright, who has devoted pages of his Waterways Journal to the campaign, week after week, and E. J. Quinby, Chairman of the Board, Greene Line Steamers, who addressed the SSHSA Annual Meeting on the subject January 30, and has also published an extended statement entitled "The Low-Bridge Threat," from which we quote:

"The Steamer DELTA QUEEN is a passenger-carrying vessel, and we like to feel that she is of considerable importance. Nevertheless, we do not...claim that bridges should be built to permit 63.5-foot clearance just for the benefit of this one vessel. What we do claim is that there are many towboats handling vast tonnage of freight in barges, constituting a very important investment in equipment and providing a very valuable transportation facility, and that this combination...should not be jeopardized by the establishment of a single low bridge anywhere along the line....

"If bridges were built with only 55 feet of clearance under normal river conditions, there would be frequent occasions when DELTA QUEEN could not clear..., and the delays encountered in awaiting normal river stage would make her operation so uneconomical that she would have to be withdrawn...and scrapped....

"Some of the other vessels which require as much vertical clearance as DELTA QUEEN are PRESIDENT, ADMIRAL, UNITED STATES, MARK EASTIN, and the new vessel now under construction at St. Louis for the Federal Barge Lines, as yet unnamed. There are many others now, and there will be many more unless our inland waterways facilities are deliberately sabotaged...."



COME, THEY GO
PRESIDENT —Photo by CBM

As a nod to the special theme of this issue, Bob Parkinson reminds us that "an ex-Mississippi River pilot named Samuel Clemens—better known as Mark Twain—called the Hawaiian Islands 'the loveliest fleet of islands that lies anchored in any ocean.'" He adds, "Far west of Fort Benton, Astoria, and San Francisco (though actually east of St. Michael), farther south than New Orleans and Yuma, and in midpacific, seems a most unlikely place to find a sternwheeler. But the 75' x 20' EWA was built by Dower at Honolulu in 1886, to haul fruit from Pearl River to Honolulu, inside the reef. She also proved to be an excellent excursion boat to the Pearl Lochs."

As has become a foregone conclusion, no commercial steamers were built for the Mississippi System in 1959. Perhaps more significant, however, of the low estate to which steam has fallen in some of its most hallowed haunts is the fact that member J. Mack Gamble, in his annual tabulation for The Waterways Journal of "Boats Converted, Lost or Dismantled, 1959," could find only five steamboats to name, and only one of these a sternwheeler. This was CHARLES R. HOOK a DESTREHAN of 1922, converted to a landing boat. The other four, all dismantled, were sister twin-screw steamers of the 180' wartime "DPC" class: ALLEN B. WOOD a MILNE BAY, CASABLANCA, H.A. BAYLESS a MIDWAY ISLANDS b SOHIO SOUTHERN, and JAVA SEA. All were towboats.

On the other hand, he could report a dozen new diesel towboats of 1800 horsepower or more. One of these twelve, CARCITIES, was not a new boat, or a normal one. Her owners, Cargo Carriers, large grain movers, have combined deepwater "jumboizing" techniques with several ideas of their own. Taking their 40' towboats CARPAUL and CARPOLIS of 1953 (actually, power units, since each was equipped with a detachable 30' bow-piece to be positioned at the head of an integrated tow), they built a 54' midbody, then welded the bow-pieces to the original boats and the boats to the midbody. The pilot house of CARPOLIS, the stern unit, was removed. The end-product, formidable if ungainly, is 195' long and has 5 screws, 2 of CARPAUL, working in clear water provided by the fact that the midbody is narrower than the original hulls, 2 of CARPOLIS, and an added Murray & Tregurtha "super-outboard" at the middle of CARCITIES' stern.

Reviews

Sail Ho! My Early Years at Sea, Sir James Bisset. New York 10 (Criterion Books, 257 4th Av.), 1958. 288 pages. Ill. \$5.00.
Tramps and Ladies. My Early Years In Steamers, same author and pub. 334 pages. Ill. \$5.95.

Reading the memoirs of Sir James Bisset, who joined Cunard in 1907 and retired as its commodore four decades later, is an exhilarating experience. Unlike some other retired autocrats of the passenger lanes, Sir James has taken his time, maturing his memories, verifying his facts, and (what is most marvelous in a modern autobiography) polishing his style. If Mr. P. R. Stephensen, his title-page "collaborator," deserves part of the credit, there is more than enough to go around.

We have here the first two of three proposed volumes. Sail Ho! tells of the author's six-year career in sailing vessels of William Thomas and Co. of Liverpool, as apprentice, A.B., and junior officer. One of the best accounts yet of the last days of sail, it is distinguished, like its sequel, for the fullness, clarity, and humor with which it explains the already vanished language, technology, risks, and daily routines of seafaring at the start of the century.

But we are more directly concerned with Tramps and Ladies, which tells of the writer's first eight years in steam, beginning as third mate in the Lamport & Holt REMBRANDT and ending in 1912 as the second in CARPATHIA. In the interval, Bisset had served in tramps, cargo liners, and passenger ships, the last including the "pretty" CARONIA of 1905 and the aged racer UMBRIA, only a year younger than he. He had also passed for extra master, making possible his paradoxical "promotion" from first mate of a tramp to fourth officer of CARONIA.

The commodore has remarkable skill at characterization, whether of ships or of people. He has also a gift for the aside, whether anecdotal or discursive. His anecdotes are always good, though one feels that he has no scruples about including extracts from the canon of fine seafaring yarns merely because they were not strictly personal experience. An example is a brisk reply to a fatuous passenger query which he attributes to Captain Benison of IVERNIA, but which the reviewer has always understood, on unimpeachable family hearsay, to have emanated, at about the same date, from Captain Main of HESPERIAN.

Even more interesting are his serious digressions. Nontechnical but to the point, these deal with a wide range of subjects—e.g., duties and responsibilities of liner officers, icebergs, lifeboat requirements, pyrotechnic "company signals." Not until the end of the book is it apparent that these have all been "planted" with an eye to the climax.

That climax is, for this reviewer, at least, one of the most explosive finales to a book in a long time. For James Bisset was

officer of the watch on board CARPATHIA at 11:40 P.M., April 14, 1912, when TITANIC hit an iceberg 58 miles to the north. Her SOS did not come in until 25 minutes after his relief, but he was to have no sleep for many hours. Anyone who thinks (as we did) that, after the multiple retellings of the TITANIC story in the past five years, no new version can be of notable interest should read this book. For there is unbelievable suspense in his carefully matter-of-fact account of what it was like to be on a rescue ship straining against hopeless odds to reach the scene of the world's greatest sea disaster in time—and of what it was like to get there. These last chapters, combining the firsthand impressions of a young ship's officer with the seasoned observations of a veteran superliner master on how the TITANIC disaster came to pass, are among the most powerful in maritime literature.

Pacific Coastal Liners, Gordon Newell and Joe Williamson. Seattle 11 (Superior Publishing, Box 2190), 1959. 192 pages. Ill. Index. \$10.00.

Members Newell and Williamson's Pacific Coastal Liners is a welcome addition to their west coast series. Like Pacific Tugboats and Pacific Steamboats, it is "picture history"—and rarely will fanciers of fine ship photos get more for their money. The ratio of pictures (including captions) to text is high: more than 3 to 1. The text writer, presumably Mr. Newell, acquires himself very well in presenting a story of substance and coherence in the scant page-space available to him. He sketches, in tight-packed capsules, the history of three American and three Canadian coastal companies or shipping complexes, as well as the stories of the pioneer coastwise steamers, the Klondike rush, the epic of VICTORIA a PARTHIA, and selected shipwreck narratives.

The pictorial content is splendid: hundreds of photos calling a visual roll of steamers great and obscure in a century of Pacific coasting. Here are YALE, H.F. ALEXANDER, and VICTORIA; with CORWIN, CUTCH, and the sidewheel SAIDIE. Here are photographic reports on dozens of disasters. Here are ships born to the coast and migrants from the Indian Ocean and the Gulf of Maine. Certain transplants are common knowledge, but some will surprise many readers—e.g., the Clyde Liner IROQUOIS, and Eastern Steamship's GEORGE WASHINGTON.

The general quality of the book, granted its regional objective, is high, and the authors' prefatory apology for the mistakes which "will, of course, be found" is as superfluous as their excuse is spurious (that "people who write books completely free of errors never get them published"). Their errors are not as conspicuous as two other traits of the book. One is their repeated ignoring or ignorance (it is hard to say which) of the fact that many of their cast of characters played important roles on stages far removed from the

Pacific coast. ST. CROIX is a case in point. It is said she was "brought to" the coast, but not from where. More misleading is the description of the Old Dominion veteran GEORGE WASHINGTON as a "New York to Bermuda cruise liner"—a role she filled scarcely longer than that of Pacific coastal liner. The distinguished company origins of ALEUTIAN and DENALI are unmentioned, as is the latter's final name, SOUTHERN CROSS (nor is the notation "scrapped" after her name confirmed by the 1959 ABS Record). The fates of PRINCE DAVID and PRINCE ROBERT are not mentioned, nor when their successor PRINCE GEORGE came on the scene.

Also bothersome is the frequency with which ship photos are cropped too close. Some two dozen stems or taffrails are thus amputated. While the cropping may have been done with the worthy object of giving the reader the largest vessel image possible, most would prefer to avoid this mutilation, even at the cost of having to take a little surplus background. It is surprising, too, in a book by such acknowledged experts in the field, to have a photo of PRINCESS NORAH captioned PRINCESS ALICE; one of PRINCESS ELIZABETH, PRINCESS JOAN.

These, however, are merely the imperfections of a very handsome and, within its geographic limits, comprehensive book. No student, or mourner, of the extinct American coastwise passenger ship will want to miss it.

Deutschlands Handelsflotte 1958/59, K.-H. Schwadtke. Hamburg 11 (Eckardt & Messtorff, Seim alten Waisenhouse 1), 1958. 182 pages. Ill. Index. DM 6.80.

La Marina Mercante Argentina. Buenos Aires (Instituto de la Mar. Mer. Arg., O'Higgins 1332), 1959. 640 pages. Ill. Tables. \$8.00. Merchant Ships: World Built. Vessels of 1000 tons gross and over completed in 1958, With Part II for Ships of under 1000 tons gross. New York 3 (John DeGraff, 31 E. 10th), 1959. 256 pages. Ill. Index. \$7.00.

The Observer's Book of Ships, Frank E. Dodman. New York (Frederick Warne, 210 5th Av.), 1958. 191 pages. Ill. Index. \$1.25.

Wyt's Digest of Dutch Shipping and Shipbuilding 1959. Rotterdam (Wyt, 111 Pieter de Hoochweg), 1959. 398 pages. Ill. Dfl. 22.00.

Five illustrated registers or ship reference books have come to hand since Summer, varying widely in size and scope, but all excellent. Four are illustrated annuals, covering world shipbuilding or specific national fleets.

As faithfully awaited and as much relied on in its field as Lloyd's Register or the ABS Record is the Coles-DeGraff Merchant Ships, with its registry data on the year's entire output of merchantmen, profusely illustrated. For 1958, photos or plans of 164 vessels are presented. Particularly welcome is the repetition of last year's innovation, an appendix of selected small vessels, which pictures and describes 62 of the "minor leaguers." Suggestive of the shifts in ship use and travel hab-

its is the fact that only 8 passenger liners over 10,000 tons were delivered in 1958. Half of these—45% by tonnage—were American-built, a startling departure from traditional shipbuilding patterns. Largest of the liners is Britain's PENDENNIS CASTLE, followed, in order, by Italy's FEDERICO C., and the Grace and Moore-McCormack twins. A.C. Hardy contributes forewords to both main section and supplement.

Equally well-established in its fifth year is Wyt's Digest, presenting pictures and data for virtually the entire 1958 product of Dutch yards, ranging in size from nonpowered infantry barges to supertankers. On balance, 306 self-propelled vessels were delivered during the year. Of these, 190 were for Dutch-flag operation, 116 for export. As in past years, the dominant type was the engines-aft diesel coastal freighter, 82 of which were completed (59 for Dutch registry). No passenger vessels, as such, are listed; but there were 5 ocean freighters with passenger accommodations and one medium-sized ferry. Of melancholy interest to the SSHSA is the fact that the Netherlands produced only six steam-propelled vessels, all tankers, in 1958.

One year younger is the annual IEMMA volume on Argentina's merchant fleet, even more impressive this year than last. The publishers still seem to be experimenting with variant formats. While their current volume continues to present copious editorial matter on Argentine and world merchant shipping, the most substantial section, listing shipowners and their fleets, substitutes more than 100 excellent side-elevation drawings of ships and ship types for the photographs of former years. Very full data are presented, though historical students will regret the omission of former names and identification of builders. A section is devoted to Argentine ship-builders, whose output of vessels over 1000 tons was limited in 1958 to a single ship, the tanker ESSO PAMPA. The year's only other addition to the Argentine-flag fleet was PUNTA PARAMO, a converted LST.

Less pretentious but highly valuable as a ready-reference guide to the West German merchant fleet is the new edition of Deutschlands Handelsflotte. It comprises, primarily, detailed silhouettes of all ships, or classes of ships, in this reborn fleet. A score of passenger vessels (including the former United Fruitters BLEXEN a & c CHIRQUI b TARAZED and BLUMENTHAL a SEGOVIA b PETEN c & e JAMAICA d ARIEL) are statistically swamped by the host of dry-cargo and tankships which are pushing the West German tricolor into an ever more prominent place among the big ten of world tonnage. There are also a ship index, a company-by-company listing, and a table of former names.

The Observer's Book of Ships, a good pocket guide to matters maritime, has been issued in a second, revised edition after six years. Since its object is to answer almost any question the sea-minded novice may ask about ships

—merchant or naval, sail or self-propelled, transport or service craft—it is highly simplified and abbreviated. Nevertheless, it is remarkably catholic in its coverage and well sustains the reputation earned by the first edition. A useful feature is a set of colored charts of national, signal, and houseflags.

— NOW AVAILABLE —

Advertisements of Lower Mississippi River Steamboats, 1812-1920, a scrapbook with introduction and index of vessels and lines, compiled by Leonard V. Huber. West Barrington, R.I. (SSHSA), 1959. 112 pages. Ill. \$5.00.

This Society's eighth formal publication—its second between hard covers—is now available. The fruit of prolonged and scholarly culling of newspaper files, this facsimile of Mr. Huber's scrapbook presents through the medium of advertisements much of the history of inland steam navigation in this country from its beginnings to its final decline. Besides reference data otherwise inaccessible the book offers samples of "steamboat money," posters, hand cards, and dodgers, plus a full table of Western River steamboats as of 1843.

The Annual Dog Watch, No. 16, 1959. Melbourne, Australia (Shiplovers' Soc. of Victoria, Box 1169K, GPO), 1959. 144 pages. Ill. A4s.6d.

A high point of the year is the receipt of The Annual Dog Watch from our sister group in Australia. In 16 appearances it has conclusively demonstrated how valuable an addition can be made to maritime learning by an informal periodic miscellany of articles, documents, and, above all, seafarers' reminiscences. Its increasing concern with steam navigation culminates this year with a book in which half of the articles make at least passing reference to steamers of interest. The eight which treat our field exclusively range over a full century, from the 1859 wreck of ADMELLA to a description of ORIANA, launched in 1959. Highlights are fine "biographical" sketches of two small Australian steamers, WONIORA and NATONE a FANEFJORD b WYATT EARP, and a firsthand account of North Sea salvage by Bugsier's Karl Meyer. The Dog Watch editor, Miss S.A.E. Strom, is to be complimented on an able job of selection and assembly, as well as for an excellent opening Editorial.

They Sailed Into Oblivion, A. A. Hoehling. New York 16 (Thomas Yoseloff, 11 E. 36th), 1959. 306 pages. Ill. Index. \$5.95.

There have been so many disaster collections of late that a new one, to hold its own, must be outstanding in treatment, choice of subjects, and presentation of new facts. They Sailed Into Oblivion scores chiefly on the second count. It ranges over a series of undeniably important marine casualties, mostly involving steamers, from 1848 to 1959. These include several losses which have been given little or no popular treatment by its imme-

diate predecessors: e. g., ATLANTIC, CITY OF COLUMBUS, NORGE, HANS HEDTOFT. But here, alas, are also SULTANA, PORTLAND, TITANIC, LUSITANIA.

Too often, the book gives the impression of having been hurriedly assembled, without adequate research or checking. There are flatly untrue statements, e.g., that CARMANIA was "the first modern liner to be fitted with steam turbines," that Tarpaulin Cove light would be "off the port bow" of CITY OF COLUMBUS when she was headed west for Devil's Bridge, or that J. Bruce Ismay was a director in 1912 of the London, Midland & Scottish, a rail system not created until a decade after the TITANIC disaster and his retirement. Even where there is no clear-cut misstatement, there is an unpleasant looseness in handling facts. It cannot be said that much new information of consequence is offered in these stories—which is a fairly strong argument against retelling many of them at all.

At his best, Mr. Hoehling writes well and tells a good story. The Last Voyage of the LUSITANIA (see SB, xiv:79) proved this. He is not often at his best in this book.

Dictionary of American Naval Fighting Ships, Vol. I. Washington 25 (U. S. Gov't Printing Office), 1959. 349 pages. Appendices. \$3.00.

The title of the Naval History Division's mammoth project of naming and describing all ships which have ever appeared in the Navy List is a bit misleading. In common acceptance, "fighting ships" does not include supply vessels, transports, and other merchant types. This "multivolume series" does. And therein lies its interest for us. Every merchant or merchant-type ship ever built or acquired for commissioned naval use is to be included in the alphabetical listing which, in this first volume, is carried only through the A's and B's. The extent of this material is suggested by the fact that of the first 250 naval vessels listed almost 80 were merchantmen, in some degree, at some stage of their careers.

In view of the definitive character of such a compendious work, it is to be hoped that the naval compilers will be adequately advised as to the careers, ex-names, etc., of these "adopted daughters" of the Navy. It is perhaps natural, though certainly unfortunate, that space cannot be spared for notes on the activities of such vessels after they left the Navy. But certainly such pre-commissioning data as are given should be correct. It is noted, for example, that a cross-reference entry reads: "AEGER, JAMES, See JAMES AEGER." This must certainly be the coastal liner JAMES ADGER of the Civil War blockading fleet. The Lytle List is recommended as a useful and authoritative aid in such instances.

For The Blue Pencil! Credit for photo of GEM (SB, xvi:73) should read "South Australian Archives," not "Author's Collection."

Famous River Craft Of The World, Frederick E. Dean. London (Frederick Muller—published in the U.S. by Sport Shelf, Box 634, New Rochelle, N. Y.), 1959. 144 pages. Ill. \$3.00.

Jacketed as "for young people," Famous River Craft will seem to most adults maturely written, informative, and well worthwhile. Its faults, less serious than annoying, are deviation from title and arbitrary mingling of casually related though interesting contents. Of several hundred steamers mentioned, few can truly be called famous, even locally. As for geographic range, three-fourths of its pages are devoted to British waters, the rest of its "world" being cared for in two chapters, concerning the Mississippi and Niger Systems.

These idiosyncrasies apart, it is an ex-

cellent book, concise, readable, and reliable. The author's résumé of the river origins of steam navigation is comprehensive and on the whole sound. His chapter on the Mississippi is well-informed, though he can hit only high spots in 15 pages. He is at his best nearest home, and indeed the real heart of his book is its admirable chapters summarizing the development of steamboating and ferriage on the Clyde, Thames and Mersey.

The pictures are well reproduced and include numerous fine views of British paddlers. The American selection is disappointing, perhaps because the editors relied exclusively on the U. S. Information Service, which is not very well informed, apparently, on the iconography of famous American river craft.

Heard Send FANTAIL views, reminiscences, **On The** notes on steamboat and steamship **Fantail** operation, and news of members to Jay Allen, 2 Saffer Court, Urbana, Ill.

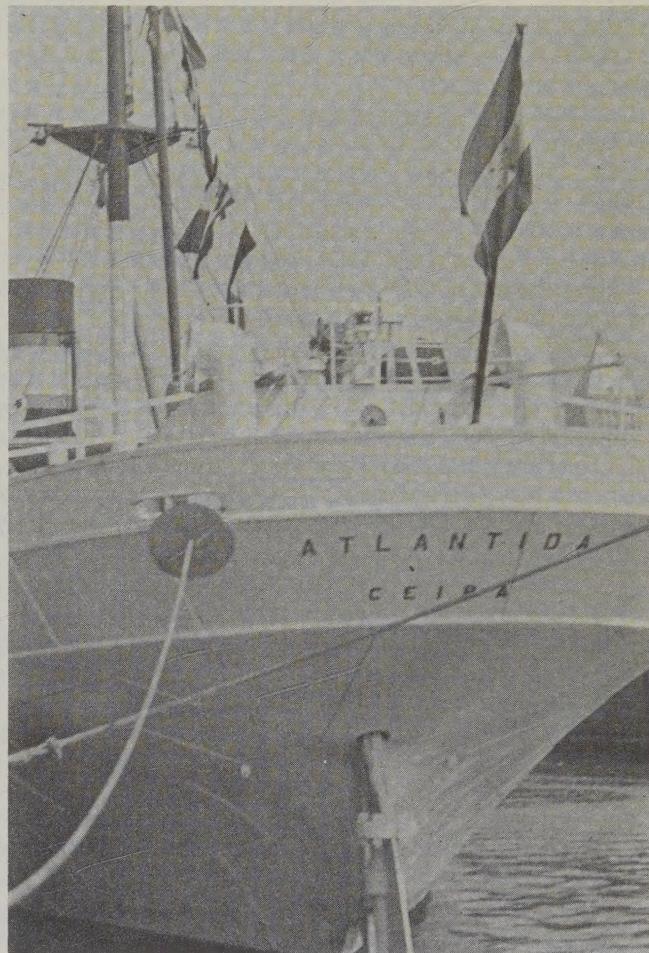
Here is an interesting trio of FANTAIL views to delight deepwater fans. First is a detail of Standard Fruit's ATLANTIDA taken by Roland P. Carr "at New York, about 1930." He gives no further data concerning the ship.

The other pair (p. 126) make an interesting study in contrast of modern large passenger and cargo ship design. The photographer, Charley Luffbarry, has this to say about them: EMPRESS OF ENGLAND is a new (1957) ship of 25,585 gross tons; 8,910 deadweight tons. Built for the St. Lawrence route, she comes to New York in winter, and has accommodation for 1,050 passengers. OLYMPIC HILL is of 13,580 gross tons, 21,313 deadweight tons, and was built in 1954. On voyage from Trinidad to New York, she was photographed moving from Quarantine anchorage to pier in Gowanus Bay."

In addition to the information given on submitting FANTAIL views in our Fall issue, page 94, please note that we would like the following minimum data, when available, along with your picture: date and place of photo, owner of vessel, type (tanker, fruitier, mixed cargo, passenger), size (especially length), usual route and/or route at time picture was taken. Your editor has neither the time nor sufficient reference books to supply data.

Now, Captain Walter Scott has a word of tribute to Captain James E. Staples, last survivor of the LARCHMONT disaster, who died last August 9 (SB, 71:94): "He was quartermaster on the steamer LARCHMONT, and at her wheel when she sank in zero weather off Watch Hill, Rhode Island, February 11, 1907, after colliding with the schooner HARRY KNOWLTON.

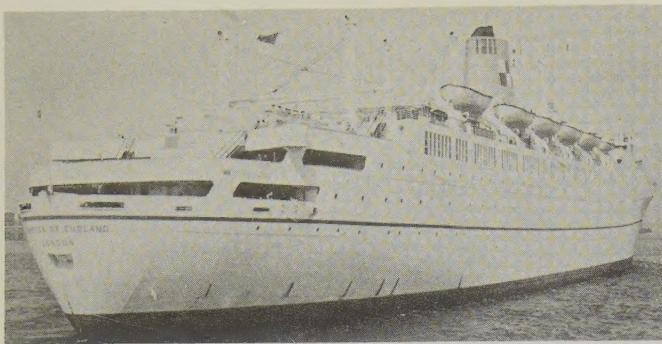
"Captain George McVey was master of LARCHMONT, bound from Providence to New York with a heavy load of freight and 200 passengers.... I was honored by having Captain Staples visit me at my home on Deer Isle, Maine, two years ago. He sat down with me for over an hour and gave me a firsthand account



of this disaster.... At the very moment of the collision, Captain McVey ordered Staples to leave the wheel and go below to survey conditions. Staples ran aft, and, as he opened a saloon door, scalding steam poured forth to set him back.... When the schooner tore the gaping hole in the side of LARCHMONT, she burst the main steampipe, filling her entire interior with steam, which made it impossible for those inside to see an exit.

"After Captain Staples' steamboat career, he took to towboating, and for many years, up to the time of his retirement, he was a well known tug captain on New York's waterfront.

"The few of us who survive the old steam-



EMPEROR OF ENGLAND

boat era feel the loss of these old-timers.... The music they loved was the clang of the engineroom gong returning through the speaking tube.... I trust you will mention his passing in your publication, that his many steamboat friends will know that his gong will be forever silent."

Loudon Wilson says it seems "the wee steamboat sure is becoming all the rage!!" He sends a clipping from the Saginaw News for August 9, 1958, showing an 18-foot steamboat owned by Orville C. Estes of Flint, Michigan, cruising "down the Shiawassee...powered with a three-horsepower vertical boiler [sic] operating a two-cylinder marine engine."

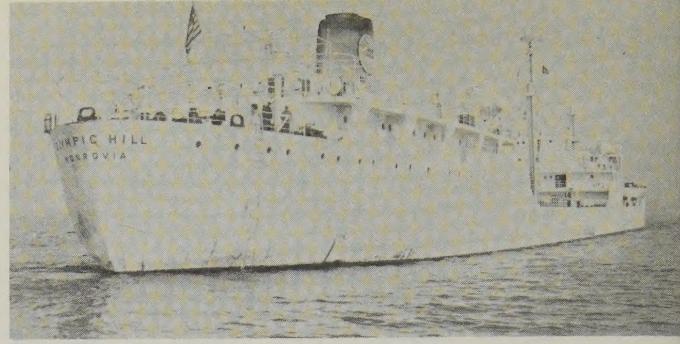
On his 1959 Christmas card, Frank Skelly has this to say: "I wonder if you are fully aware of the current revival of steam launches. A couple of fellows in Seattle have started a publication called Slow Bell on a shoestring, just the way you started Steamboat Bill. It is quarterly, at \$2.00 per year. Address: SLOW Secretary, 3722 Bagley Ave., Seattle 3, Wash.

"There are a few commercial builders of small boilers and engines for launches, e.g., Semple of St. Louis, Trostline of California, Charles Arnold of Corvallis, Oregon, and the Williams Brothers of Hat Field, Pennsylvania."

No, Frank, I did not know this, and am glad to pass the word. Maybe someone will send us a detailed FANTAIL view of one soon.

New member George Beater makes the interesting comment that the three Merchants & Miners sisters CHATHAM, DORCHESTER, and FAIRFAX "had only one reunion, and that was after the stevedore's strike in southern ports broke [year not given—ed.] and, because of a disruption in schedules, the three sisters were lined up, one behind the other, at the wharf in Savannah." He would also like to hear from anyone able to help him on the following inquiries. (His address is 9427 Nernonne Street, Franklin Park, Illinois.)

1. On February 11, 1893, the White Star Liner NARONIC left Liverpool for New York and was never heard of again. What were the vital statistics of this vessel? How many on board? Was it sighted after clearing Liverpool? Captain? [Bonsor calls NARONIC a "purely cargo steamer," with special cattle facilities. A newspaper clipping of 1923 says she was on her maiden voyage, with a crew of 74 and a captain



Luffbarry Photos

OLYMPIC HILL

—unnamed—"of many years' experience."—ed.]

2. On or about August 28, 1895, what Mississippi packets might have left Cairo for New Orleans?

3. On or about September 1, 1895, what vessel might have left New York for Panama? In those days, would a person going to Peru have taken a ship to Colon, crossed the Isthmus by stage, and taken another boat from Panama City?

4. In 1895, what packets, if any, operated between Vicksburg and Yazoo City on the Yazoo River? [On this and 2, consult Fred Way's Directory of Western Rivers Packets—ed.]

"No great research is expected"—just a hope of response from experts who have answers readily available, or could suggest sources. Sounds as though someone is writing a novel!

Finally, Captain Scott is looking for a "record of the now defunct United States Mail Steamship Company, which tried to operate converted German steamers in 1919. I was purchasing agent and consultant to the general manager, and have data on that company and its subsidiaries, the France & Canada Steamship Company and the France & Canada Oil Transport Company." Reply to Captain Walter Scott, 79 Paprocki Avenue, West Islip, New York. He says that, pending further news of the continuation of John Richardson's "Steamboat Men of the Penobscot," he is assembling material for a publication of his own. Good work, Walter!

Well, here we are at the end of trip No. 72 already. No. 74 will mark our 20th anniversary! As our first trip was inaugurated out of "down-east" enthusiasm, so coming FANTAIL sessions will include more Maine Coast flavor.

With all best wishes for Happy Sailing in 1960.

—STEAMBOAT BILL

Your American Merchant Marine. Basic Information about the American Merchant Marine and its importance to each American community and to every American Citizen, Helen M. Gibbs. New York 4 (Propeller Club of the U. S., 17 Battery Place), 1959. 63 pages. Ill. 25¢. A reliable guide to an interesting topic.

C Q D

As page 111 shows, the one known photo of FRANK CARTER is not good. Exchange Mr. Milton hopes to hear from anyone who has, or knows of, a better—or of ANY views of her sisters MADISON COUNTY and ONEIDA. Address: J. Elet Milton, Brewerton, New York.

THE STEAMSHIP HISTORICAL SOCIETY OF AMERICA, INC.

The Steamship Historical Society of America was established in 1935 as a means of bringing together those amateur and professional historians interested in the history and development of steam navigation past and present. Incorporated in the State of Virginia in 1950 as a tax-exempt corporation, the Society is affiliated with the Marine Historical Association of Mystic, Connecticut. Close cooperation is maintained with other museums throughout the U. S. and Canada, including the Peabody Museum of Salem (original sponsors of the Society), The New-York Historical Society, The Mariners Museum, Newport News, Va.

The Society conducts many interesting activities in which all regular members can participate. They include the following:

1. Subscription to quarterly journal, **Steamboat Bill**. This is included in dues.
2. **Meetings.** National meetings are held at regular intervals and usually include visits to ships, museums, etc. Actual steamship trips are included whenever possible. Society chapters, of which there are several, hold monthly meetings with similar programs.
3. **Special Publications.** In addition to its quarterly journal, the Society from time to time publishes reprints of scarce articles on steamboat and steamship history. These are available to members almost at cost. In 1952 the Society published a complete list of all registered and enrolled steam vessels of the U. S. from 1807 to 1868. This volume, called **The Lytle List** is available at \$5.00.
4. **Photo Bank.** The Society maintains a file of more than 5000 photographs of steam vessels, including the Thomas H. Franklin Collection, and prints are available to members at nominal cost. Lists are provided by the Secretary at intervals.
5. **Library.** The Society maintains a library at its administrative headquarters at West Barrington, R. I., which is available to all members.
6. **Special Activities.** In 1950, the Society aided the Marine Historical Association of Mystic in saving the old Hudson River ferryboat Brinckerhoff for posterity. The venerable beam engine sidewheeler is now on exhibit at the Old Mystic Seaport.

Anyone seriously interested in steam or other power driven vessels, past and present, is eligible to apply for membership in The Steamship Historical Society of America, Inc. Dues are in various classes, beginning at \$4.00 for Annual Members. Members of the national organization are eligible to join chapters.

For further details write —

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Apt. 2B, 88 Cooper Drive
New Rochelle, N. Y.

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STEAMBOAT BILL

